

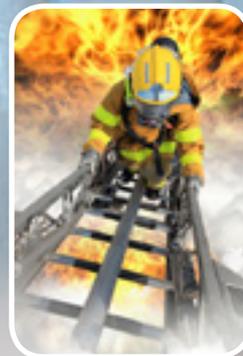
# KEEP IT SAFE

BFFF QUARTERLY HEALTH & SAFETY NEWSLETTER

OCTOBER 2017



Health & Safety Seminar 2018  
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**British Frozen Food Federation**

Registered Office: Warwick House, Unit 7, Long Bennington Business Park, Main Road, Long Bennington, Newark, Nottinghamshire NG23 5JR

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## FOREWORD FROM SIMON

### Welcome to the October edition of Keep It Safe

Following the HSE endorsement of the 'Working at Height on Refrigerated vehicles, we have been working with the working with the Access Industry Forum (AIF) and Food Distribution and Storage Federation (FSDF) to explore further fall prevention systems in order to demonstrate industry best practice.

We have also been busy working with our primary authority Lincolnshire Fire and Rescue to review the guidance for staff and contractor fire induction. This now includes basic instruction on the use of firefighting equipment. In addition we are awaiting on assurance from our Primary Authority in Wakefield - for the manual handling equipment observation assessment guidance, this will enable companies to fulfil the requirements of ensuring the competency of MHE operators.

Over the past months Crystal has been meeting with Regulatory Delivery in London to make the transition to the new Primary Authority scheme a smooth and flawless transition. The cooperation and assistance from our members has been crucial in delivering this by ensuring supervisors are equipped and knowledgeable about how to assess the safety performance of their operators.

In this edition we have included a case study from one of our members (Young's Seafood) this sits directly in line with common strategy The case study represents an example of how good leadership, worker engagement and thorough investigation can lead to multiple causation factors in completing meaningful close out in order to prevent any reoccurrence.

Health & Safety Expert Group Update - The BFFF Health & Safety Expert group last met on the 20th September. Our expert group consists of Health & Safety experts representing all sectors of the BFFF membership. They work in a pro-active and open manner to discuss industry level issues with an overall aim of reducing injuries and ill health. This group also provides their expert knowledge when BFFF process member queries. Of course all queries are circulated anonymously.

Topics for this meeting included; an update from the Food & Drink Manufacture forum, Primary Authority update, Fire Induction Training Review, Feedback from the 2017 seminar, Speakers for the 2018 seminar and Sandwich/Composite panels.

We would like to welcome Simon Aldous from Moy Park as a new member to the expert group.

Please feel free to contact Simon or Crystal for more information on our expert group's work or indeed any of our fire safety work, or if you wish to get involved in the new benchmarking statistics or primary authority schemes.

Also, don't forget that all of BFFF's guidance is available on our website here: <http://bfff.co.uk/health-safety/guidance/> along with case studies here: <http://bfff.co.uk/health-safety/hs-case-studies/>

In the meantime we hope that you enjoy this latest edition.

Please contact BFFF if you would like to receive additional / back copies of this newsletter



Crystal Holmes  
Health & Safety Assistant  
[crystalholmes@bfff.co.uk](mailto:crystalholmes@bfff.co.uk)

**We do hope that you find Keep It Safe a valuable read.**

Simon Brentnall  
Head of Health and Safety  
[simonbrentnall@bfff.co.uk](mailto:simonbrentnall@bfff.co.uk)





# BFFF Health & Safety Seminar and People Awards Dinner

Thursday 22nd February 2018  
Birmingham Hilton Metropole

Now in its ninth successful year, join leading industry experts to discuss a wealth of topics affecting our industry. This event is designed to provide members with guidance on a multitude of topical health and safety matters delivered by short sharp presentations and case studies.

**Key Note Speaker - Prof. Tim Marsh**



Prof Tim Marsh, then at UMIST, was one of the team leaders of the original UK research into behavioural safety in the early 1990s, is one of only a few Chartered Psychologists who are also Chartered Fellows of IOSH. He is considered a world authority on the subject of behavioural safety, safety leadership and organisational culture, was awarded a "President's Commendation" in 2008 by the International Institute of Risk and Safety Management and was selected to be their first ever 'Specialist Fellow'.

**Other Topics Include:**

- Human Behaviours
- Workplace Transport
- Occupational Health
  - Fire Safety

**and more to be announced...**



Health & Safety Seminar Sponsored by:



Book your place here: <http://bfff.co.uk/health-safety/seminar/>



2018 will see British Frozen Food Federation's (BFFF) inaugural People Awards ceremony, aimed at celebrating the unsung heroes within the frozen food industry.

*"For 30 years our annual product awards have recognised the most exciting and innovative new products at our sell-out Gala Dinner Dance event. This year we have decided it is high-time we celebrated the people behind those products and the £8billion frozen food industry as a whole and give them the recognition they deserve."*

– John Hyman, Chief Executive Officer, BFFF.

Entries for the awards are still open, and we would encourage you to nominate those who deserve recognition at [www.bfffpeopleawards.co.uk](http://www.bfffpeopleawards.co.uk)

# BFFF HEALTH AND SAFETY INITIATIVES

## BIGGEST EVER HEALTH & SAFETY SEMINAR

This year's H&S seminar was another great success with over 100 delegates in attendance. The seminar was packed with a variety of speakers and topics including; HSE priorities and target areas for 2017/18, fire safety common failings, using behaviour insights, composite panel inspections, leadership case studies, roll cage incident case study, manual handling guidance, implementing occupational health systems and inspirational key note speakers.

The presentations from this years' seminar are all available on the BFFF website at <http://bfff.co.uk/health-safety/seminar/>

***Some of the comments from the delegates included;***

***"The most informative day in my diary for the year."***

***"Outstanding seminar as always, one of the best in the safety world; always something interesting and attended by a great group of people."***

***"This seminar was extremely professional, well attended and a very informative and professional set of speakers."***

We would like to thank once again our sponsor, Seven Telematics, for their continuous support.

Next year's seminar is on 22 February at Birmingham Hilton Metropole, along with our brand new People Awards. Bookings are now being taken so please see the booking for on page 4 for more details and to reserve your place.

## PREVENTING FALLS WHILST WORKING ON MOBILE REFRIGERATION UNITS

BFFF would like to remind members about the completion of the Preventing Falls Whilst Working on Mobile Refrigeration Units Guidance which has been endorsed by the Health and Safety Executive (HSE).

The Guidance for Working at Height (WAH) on refrigerated vehicles was four years in the making under the leadership of Joanna Hancock with assistance from the Food Storage and Distribution Federation (FSDF) as well as input from 30 stakeholders.

The guidance gives operators, contractors and engineer's clarity on how the WAH Regulations are relevant to their operation and can be put into practice. BFFF intend to include further examples of industry best practice into the guidance in the coming months.

Fro more information on the guidance, or to request a copy, please contact [simonbrentnall@bfff.co.uk](mailto:simonbrentnall@bfff.co.uk)



# FIRE SAFETY – FROM LINCOLNSHIRE FIRE & RESCUE

## FIRE STOPPING AND COMPOSITE INSULATED PANELS

Fire safety precautions have a very large influence on building layouts, this has the aim of assisting people to move away from a fire within the building, to a place of ultimate safety and get a bus home. Section 10 of Building Regulations Approved Document B covers how the fire resistance of a compartment wall or floor should be maintained when putting holes in them to allow services to run throughout a building. These in-fills that cover gaps or holes in compartment walls are also known as fire stopping.

Lack of fire stopping has been a contributing factor to lives lost in fires throughout the world. Rosepark Care Home in Glasgow where 14 residents died is an example of the effects of poor compartmentalisation on the spread of fire. There were several areas of this building where smoke and flames were able to travel through it unchecked. Sheriff Brian Lockhart, who conducted the fatal injury inquiry, said “Management did not have a proper appreciation of its role and responsibilities in relation to issues of fire safety”.

Fire stopping and the lack of fire dampers within the ventilation system were contributing factors to the tragic outcome of this fire. Despite the differing ways in which buildings are used, there are useful lessons from this fire for all BFFF members. The responsibilities are the same, to ensure the safety of relevant persons using the building.

The evacuation strategies are different; factories & warehouses do not practice a delayed evacuation, everyone leaves the premises when an alarm is raised emptying the building within 2 and a half minutes. Where automatic fire detection and warning systems are installed within escape routes and the rooms off of them the risk to occupants because of the lack of fire stopping is much lower than in a residential care home.

After 2 and a half minutes (depending on the size of the compartment) a fire will still be in its developing stage and so the lack of fire stopping may have only a minor impact in areas that are covered by automatic smoke detection equipment. A smoke detector will alert the occupants very soon after ignition and the evacuation will be completed whilst the fire is still developing. Where there is no automatic smoke detection and the area is regularly left unoccupied a developing fire could quickly create enough hot smoke so that it pushes through the gaps in walls and Composite Insulation Panels (CIPs), not only spreading smoke damage through the building but also heat and fire damage.

When the fire and smoke finally reach an area that is occupied and the alarm is raised there is a real danger that escape routes would be blocked. Studies into human behaviour have shown that people are willing to travel through smoke if they can see a short distance to an exit. If someone isn't sure where their exit is, they will close the door and wait in the original room. In this situation the responsible person has failed to ensure the safety of a relevant person and potentially committed a criminal offence.

Lack of fire stopping in CIPs and compartment walls remains a significant risk to fire crews and your business even if you have full coverage of an automatic fire alarm system. Could you cope with a loss of a whole site due to smoke and fire damage? Having suitable fire stopping and compartmentalisation can make all the difference to the outcome. A serious fire in a compartment suitably fire stopped could mean a fire remains in that one compartment, the fire service would be able to tackle that fire because there would be little fire spread when they arrived. Fire crews would be able to easily identify the location of the fire and make a quick intervention to control it.

Without the fire stopping it is likely that smoke and fire would spread around the building through the gaps and internally within CIPs. This unseen fire spread can cause serious damage to the integrity of the CIPs especially where they contain a flammable core. This difficult to see danger to fire crews makes managing a fire incident in premises with CIPs difficult. Delamination is more likely when a fire has access to the internal core of a CIP and when used to create compartments the structural strength will be reduced and collapse will be sudden and substantial.



Where there is evidence of smoke in many parts of the building it gives operation Incident Commanders evidence that the buildings fire resisting construction is compromised, making it difficult to locate the fire. This creates doubt about the safety of firefighters entering that building to search for and extinguish a fire. In this situation it is likely that the decision to not send teams into the building would be made. We would use the safety of known compartmentalisation and fight the fire from a defensive position protected by solid walls, if that wasn't possible we would fight the fire from outside.

The key is to identify what you need to protect. Below is a list of areas that are likely to require some level of fire resistance:

- All floors
- Walls surrounding a staircase with direct access to outside
- Staircases that do not have direct access to outside may have 2 routes away from the staircase, the fire resistance should separate these 2 routes.
- Walls and ceilings surrounding a protected escape route (identifiable by all doors accessing this corridor being fire doors with self-closing devices and smoke seals)
- Separating wall of different occupancies
- All lifts and their lobby areas
- Areas with a disabled refuge
- All CIPs (combustible & non-combustible core)

Fire stopping comes in many types and sizes, from sized collars that wrap around a specific shape to putty or expanding foam designed to fill any size or shape hole. The Association for Specialist Fire Protection have a free download entitled the Red Book on their publications page.



It is a definitive guide on how to fire stop any hole made in a compartment wall.

The document can be accessed here: [http://asfp.associationhouse.org.uk/default.php?cmd=210&doc\\_category=121](http://asfp.associationhouse.org.uk/default.php?cmd=210&doc_category=121)

It is important that responsibility for any works carried out involving these areas is clearly defined and managed to ensure that anyone working in this area maintains the fire resistance and then proves that the fire resistance has been maintained before the work is signed off as complete.

All premises carry out regular checks of other fire safety measures within their premises on a regular basis; it should also include your fire stopping measures. The regularity of which should be determined using a risk based approach. In areas difficult to access where little change occurs, you may only need to check when looking at alterations or improvements. In high activity areas where lots of changes happen, a monthly check on the compartmentalisation may be necessary.

NOTE: Here is an example of good practice that I have seen during an audit on a healthcare premises. Serial numbers and photographs of each and every piece of fire stopping were added to a database. This database of information was attached to a plan of the premises and all requested works had to be authorised by one of 2 managers. All contractors were made aware of the fire stopping requirements of the premises and a photograph of the completed works had to be shown as proof of adequate fire stopping being maintained before the works were signed off and invoices paid.



# SAFETY FOCUS

## RED ALERT? BACK TO BASICS WITH FIRE SAFETY

It is too early to speculate what changes, whether minor or major, to fire safety requirements will flow from the Grenfell Tower tragedy. However, it serves as a timely reminder to all health, safety and facilities management professionals that the routines relating to fire safety are as important as ever. This article looks at the more basic issues of ensuring fire safety routines are understood and followed correctly, and at the importance of risk assessment.

### Division of Responsibilities

The facilities manager (FM) should always be clear what, if any, are his or her responsibilities for fire safety at a particular site. This sounds obvious. Yet the complexity manifests itself where there are, for instance, multi-tenanted premises.

Ideally, contract and arrangements between the various parties needs to be clear on all aspects of fire safety. Sometimes contracts will require the in-house manager to be involved with fire risk assessments — sometimes he or she may only be involved with, say, managing the subcontractor who tests fire alarms. There should never be any ambiguity as to who is responsible for any fire safety routine and this needs to be escalated to senior management if ambiguity does arise.

Where the landlord or their representatives undertake fire risk assessments, the fire safety manager should aim to be consulted both at the time and with ongoing reviews. Different parties conducting their own fire risk assessments without sharing them with one another is rarely, if ever, a wise thing to do. This is especially true where the in-house manager is managing a number of hard and soft services contractors whose processes — and their risks — may not be immediately apparent to the other parties such as landlords.

In any event, health and safety-related matters should always be reported to those responsible for risk assessments and senior management should ensure there is an agreed mechanism for this to be done on a continuing basis. Effective records need to be kept of all safety-related communications to other parties to avoid disputes at a later date of who told whom what and when.

The FM or health and safety manager will normally have contractual and other rights to ensure that their subcontractors follow an agreed approach to fire safety and, in some buildings, this may include formal “permit to work” arrangements for certain activities. These need to be fully understood and changes of staff within any party may need re-briefing.

Sometimes multi-tenanted buildings can present difficulties. Often the tenants will need to agree with their landlord, as a part of the service agreement, to follow certain health and safety requirements. Typically, these include life safety protocols, eg evacuating the building when the fire alarm is actuated and/or through other methods of safety communication, eg public address announcements. Often, there will be a health and safety committee — chaired by an FM or landlord representative — where each of the tenants send safety representatives to share information with the committee. The usual aim is to achieve a consistent response to emergencies. Sometimes these arrangements are not always quite so clear-cut and there can be particular issues with “business centre” type operations where there may be many individual occupants, often with licences — rather than tenancies — which are sometimes short term.

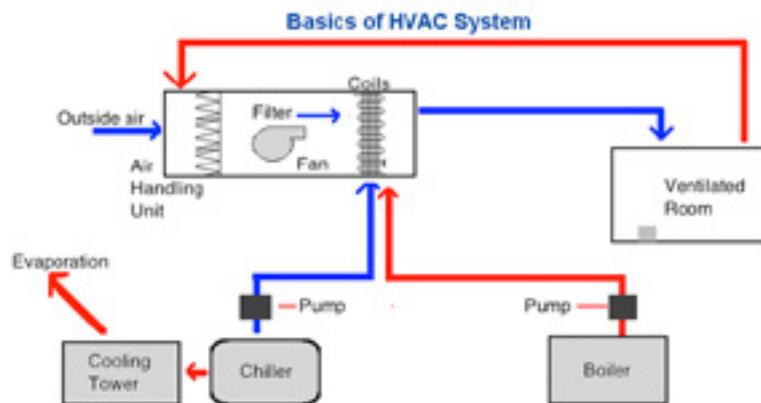
This can be especially critical because compliance to the original licence arrangements may not always be followed with short-term users, e.g. where a small office suite is used instead to keep trade stock there (which might present a greater fire risk). This is just one example. Fire risk assessments are often based on an element of assumption and tenants or licensees not complying with their agreements could increase the expected level of fire risk or delays in evacuation. So, the manager should ensure that there really is a fully agreed approach with the landlord concerning enforcing — as well as educating — a fire safety strategy.

Same Old Routine?

## Same Old Routine?

The basic routines which relate to fire safety should always be followed and on time. This sounds obvious but, in the author's experience, matters such as quarterly inspections of fire detection system can be allowed to slip a little and, sometimes, preventive maintenance routines of heating, ventilation and air conditioning (HVAC) systems are not necessarily followed through. This can sometimes be compounded by incorrect assumptions about the extent to which the HVAC was designed to be part of the fire protection system of the building; where it is, this is typically through smoke extraction. Where operations and maintenance (O and M) manuals cannot be found or seem incomplete then the manufacturer needs to be contacted. This can apply to HVAC and other complex building systems and is most common where the contractor has changed a number of times.

In short, where contractors do not keep agreed routine dates then this needs to be escalated through their management chain. Where O and M manuals are not available then these need to be created again — assumptions about HVACs and other kit within a building should not be made.



This is simply because one potential limitation of all fire risk assessments is that they are typically based on the assumption that all fire protection systems within a building — both passive and active — are working optimally. This is why the fire safety manager needs to understand how these systems interact with one another in terms of total fire protection of the building. It also means that maintenance regimes need to be followed to meet these assumptions. So, contractors need to be chased, if necessary, to meet due inspection/maintenance dates for such equipment.

Fire drills and fire alarm testing should always be on an agreed schedule. The landlord's decision on frequency should be based on the life safety considerations within the building which are normally determined as part of the fire risk assessment. This can change along with operational circumstances within a building and should be monitored for ongoing adequacy. The same rule applies to safety signage — is it still up to date and relevant? Ideally, after each fire evacuation drill there should be a review of any feedback from participants — did they understand the signage or was any confusion discerned?

With multi-tenanted buildings — especially where some tenants operate some element of shift working or hot-desking — ensuring all occupants can take part in a regular evacuation drill can be difficult to achieve. One solution to help address this issue is to have effective training of all fire marshals but, again, both the landlord and individual tenants need to ensure that this remains an effective system.

## Conclusion

Fire safety could go through a number of changes in the near future — be this due to changes in Building Regulations, Brexit or other factors. However, the basics will always be important — checking fire risk assessments, making sure that maintenance of fire detection and fire suppression systems are kept up to date and ensuring fire drills are regularly delivered.

Recent events have reinforced the importance of understanding fire safety and giving safety routines high priority. Good housekeeping can also ensure that assumptions made during the fire risk assessment process are fully supported and seen through properly.

# CASE STUDY

## YOUNG'S SLIPS, TRIPS & FALLS CASE STUDY

In line with the industry Common Strategy, we've selected this case study as an example of how leadership, worker engagement and thorough investigation can lead to multiple causation factors being identified, and this leading to an effective close out to prevent any reoccurrence.



### Young's Seafood Ltd Demonstrate Leadership in Incident Investigation

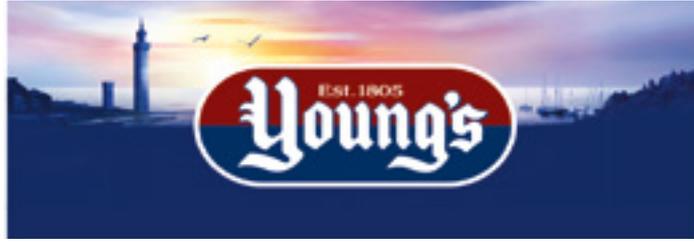
Around three years ago, Young' analysed accident investigation forms as submitted directly after the event. We found that a high percentage of incidents had been attributed to a general "lack of care" on the part of the injured party with the corresponding recommendations to prevent reoccurrence being "take more care ". This implied that our employees were careless or negligent and therefore "case closed". We decided to challenge this outcome and applied our Lean Manufacturing Problem Solving techniques to Incident investigation and from the outset it became clear that there were multiple causational factors that had not been uncovered or explored. At the time of the incident, the provision of care for any injured party remains paramount and the initial investigation follows the usual process;

- the area being reviewed is made as safe as possible to reduce the risk of reoccurrence,
- photographs are taken of key factors such as the working environment, machinery and settings,
- physical items such as PPE used at the time, damaged items or equipment will be recovered and retained,
- initial statement taken from the IP,
- initial statements are taken from employees who witnessed the event and also those who were in the vicinity but did not see or hear anything,
- supporting documentation such as line safety checks, training materials, maintenance records will be gathered.

With all of this, the First Line Manager of the injured person will draw an initial conclusion as to the cause of the incident and any further immediate actions to take. There is then a secondary follow-up which is where the Root cause investigation takes place. When the IP is fit to attend a review, a meeting will be organised which includes, most importantly, a multidisciplinary group. This consists of the injured person, the injured persons Line manager, any other key witnesses or people involved, Engineering Manager, Quality Manager, Manufacturing Managers, HR Business Partner, Training representatives, Hygiene Manager, Safety, Health & Environment Advisor and a Trade Union or Non-union Safety Representative. If there has been a Lost Time Injury, our Operations Director attends the session. The meeting purpose will be explained to the injured party and it is made clear to all attendees that this is not with the intent of apportioning blame or to make accusations, but rather to have an open and honest debate and uncover all of the causative factors that may have led to the event. We then have to agree as a group whether the initial action taken at the time of the incident is sufficient or whether, new information and discussion has highlighted anything else that we should do. We then use the "fishbone" problem solving techniques and work through the elements of "Man, Machine, Material, Method and Environment" to find out if there were deficiencies with any category.

The full team then agree actions and responsibilities. The session is documented and after ensuring anonymity for the IP, the information can be displayed on the site safety notice boards. In the beginning, this process was a little strained as people were nervous of the process and possibly unwilling to contribute or ask questions. However, further down the line, and with more practice, we've had some excellent outcomes and fantastic contributions and suggestions from both the employees and the management team.





#### To prevent reoccurrence

A root cause analysis was conducted to identify potential behind the accident. This led to a variety of actions including:

- issue of new footwear to the IP and review of how footwear condition is checked,
- the supplied footwear was withdrawn due to supply issues around the time of the accident, new styles were trialled around all areas of site prior to agreement for ongoing supply,
- a toolbox talk on safety footwear was devised and issued to all staff individually,
- cleaning the algae growth from floor and ensure exits are gritted,
- define proper access routes to roof void rather than convenient short cuts,
- looking for alternative connections to avoid trailing hose and cables,
- provide handrails for slopes,
- address the design of the area.

#### Lessons Learned

Areas that are external to the factory, out of sight and exposed to the environmental conditions may be overlooked in terms of good design and cleanliness and should be reviewed in addition to internal production areas.

One of the Sites Safety professionals, Charlotte McCann says:

*"The key for success in Root Cause Analysis is the attendance of cross functional teams of people from both managerial and non-managerial roles who might not ordinarily take part in investigation, and encouraging people to speak freely about the incident. It's my duty to facilitate the meeting but the managers accept their accountability for implementing robust Safety systems and that this is now part of our standard for Incident Investigation. Originally we started with lost time accidents and significant near misses or dangerous occurrences, however we're now implementing for ALL accidents with the belief that there's a lot can be learned by fully investigating minor accidents to the same degree."*

Dave Penson – Group Safety & Business Risk Manager added:

*"This activity yielded a step change in the safety culture of our managers and staff, is now a fundamental part of our safety governance and is now embedded in the way we do business"*



## LEGISLATIVE UPDATE

### LONGER JAIL TERMS FOR NEGLIGENT EMPLOYERS

An employer found guilty of the most serious form of gross negligence resulting in an employee's death could face up to 18 years in jail under new guidelines being drawn up by the Sentencing Council.

The new draft guidelines attempt to address what is seen as more lenient sentencing of employers that result in a death along with a lack of sentencing consistency when compared to other forms of manslaughter.

The proposal is part of 14-week consultation covering four distinct types of manslaughter: unlawful manslaughter, gross negligence manslaughter, manslaughter by loss of control and manslaughter by reason of diminished responsibility.

Gross negligence manslaughter is when the offender is in breach of a duty of care towards a victim who dies as a result. This can vary from parents and carers in a domestic setting to employers who completely disregard the safety of employees. It could also apply to a medical practitioner who seriously fails in their treatment of a patient.

The consultation states that in 2014 there were 16 prosecutions for manslaughter by gross negligence, all receiving custodial sentences ranging between nine months to 12 years, four of which were suspended. The median sentence was four years.

The crime of corporate manslaughter was covered by last year's health and safety offences guidelines. Corporate manslaughter covers a case of homicide committed by a company or organisation whereas gross negligence manslaughter covers that criminal actions of an individual.

The consultation opened on 4 July and closes on 10 October 2017. The documents are available here: <https://tinyurl.com/y9nmprky>

### GUIDELINE ON SENTENCE REDUCTIONS FOR GUILTY PLEAS — NOW IN FORCE

A new guideline by the Sentencing Council, aimed at encouraging defendants who are going to plead guilty to do so as early as possible in the court process, has come into force on 1 June 2017.

The new guideline comes at a time when the average amounts paid out by companies for health and safety fines have risen steeply over the past year.

The stated aim of the guideline is to encourage those who are going to plead guilty to do so as early in the court process as possible. However, the Sentencing Council also states that nothing in the guideline should be used to put pressure on a defendant to plead guilty.

The new guideline provides that where a guilty plea is indicated at the first stage of proceedings a reduction of one-third should be made to the sentence. The first stage will normally be the first hearing at which a plea or indication of a plea is sought and recorded by the court.

Commenting on the new guideline and the possibility of a one-third reduction, Sarah Wilkinson of Forbes Solicitors said "This is a substantial reduction for organisations potentially facing a six figure fine."

The new guideline also provides for certain exceptions where a reduction may still be possible even if the defendant did not plead guilty at the first stage.

Sarah Wilkinson said, "In health and safety cases it is often difficult for large organisations to enter a guilty plea at such an early stage, however, there is an exception in the guidelines if the sentencing court is satisfied that particular circumstances significantly reduced the defendant's ability to understand what was alleged or otherwise made it unreasonable to expect the defendant to indicate a guilty plea at an earlier stage, in such cases a reduction of one-third will still be made."

## SECOND DRAFT ISO 45001 APPROVED

The second draft of the international management systems standard that is set to replace OHSAS 18001 has been approved by national standards bodies, a move that could pave the way for ISO 45001 to be launched as early as November this year.

Fifty three participating national standards bodies (NSBs) approved the second draft – known as DIS2 – during balloting between 19 May and 15 July. Discounting the six abstentions, this gives an 88% approval rate. Only seven countries – some 11% – voted against DIS2.

A draft standard can only proceed to publication if two-thirds of participating NSBs approve it, and no more than 25% vote against it.

Dave Parr, the British Safety Council's (BSC) head of audit and technical and a member of H/S1, the BSI committee voting on DIS2, said that PC 283 may move straight to publication of ISO 45001 after the September meeting.

He added: "The approval of the DIS2 content is very positive and welcome news, and I look forward to supporting organisations from all sectors with adopting and implementing the new requirements. It is undoubtedly a significant step forward in providing a universal framework for raising workplace health and safety standards across all regions.

As Parr notes, the timescale for publication is still uncertain. It could be pushed back to early 2018 if PC 283 decides in September that an FDIS is required to accommodate the substantial number of comments made by NSBs.

The first draft of the standard, DIS1, was discarded last summer after more than 25% of the standards bodies voted against it. Over 3000 comments were submitted by NBSs in response to the original text.

According to the BSI, these comments centred on changes to the definitions of key concepts, including "worker", "participation" and "hazard".

Another issue behind the lack of enthusiasm for DIS1 was its stress on top-down "leadership" as a means of promoting health and safety, with critics fearing that this put inadequate stress on the need to communicate with workers and their representatives.

The vote on DIS2 also seems to have attracted a substantial number of comments.

Forty five NSBs and seven non-voting external organisations – including the International Labour Organization (ILO), IOSH and the International Organisation of Employers – submitted comments on the draft.

However, if an FDIS is produced to accommodate these comments, it is understood that this would not be put to an international ballot.



## HSE PLAN TO REDUCE FREQUENCY OF ASBESTOS MEDICALS

The Health and Safety Executive (HSE) are looking to amend the frequency of medical checks from every two years to every three years for workers carrying out licensed work under the Control of Asbestos Regulations SI 2012/632.

If the medical checks were changed to every three years, it would bring them into alignment with the statutory frequency for workers undertaking notifiable work.

This shift comes as part of the HSE's post implementation review (PIR) of the Control of Asbestos Regulations SI 2012/632, which was published in March this year. The majority of the report was happy with the way those Regulations were working, but included some minor recommendations.

The current two yearly medical checks for workers carrying out licensed work goes beyond what is laid down in Directive 2009/148/EC on the protection of workers from the risks related to exposure to asbestos at work. For this reason the PIR suggested the HSE should "explore" aligning the two types of medical checks for workers carrying out licensed work and undertaking notifiable work.

The HSE report stated that health and safety impacts of any changes to the Regulations would be considered in consultation with stakeholders.

This seems to have been given the green light with a spokesperson for the HSE stating:

*"The HSE is considering options on how to take forward the recommendation to align the frequencies of medical examinations – this will require a change to the law."*

The report also recommended the HSE should provide:

- greater clarity around the distinction between licensable, non-licensable and notifiable work with asbestos;
- more information on dutyholders' roles and responsibilities around the duty to manage asbestos in non-domestic premises;
- practical examples of written plans of work as guidance for dutyholders.

Discussions on the changes are in the early stages and a timetable has not yet been agreed.

## CONSULTATION ON CHANGES TO CATEGORY B DRIVING LICENCE DEROGATION

### *Climate Change Driving Licence Change?*

The government has issued a consultation as part of its plan to tackle air quality in the UK.

The government wants to establish low emission light commercial vehicles as an alternative to diesel-powered vans. This will help to improve air quality in towns and cities and meet legal obligations under the Climate Change Act and air quality regulations.

The proposals set out in the consultation would allow category B (car) licence holders to drive a slightly heavier electric vehicle, if it is powered by a low emission technology, by offsetting the additional weight of the powertrain.

This will help compensate for lost payload capacity due to the added weight and size of alternative fuel technologies.

The consultation is open until the 18th October and the document can be accessed here: <https://tinyurl.com/yaax9cyl>



## TRAINING FOR COSHH RISK ASSESSMENTS

**Q. It has been suggested we should be training employees to complete COSHH risk assessments. Is this the case and can we complete this training in-house?**

A. Under the Control of Substances Hazardous to Health Regulations 2002 (COSHH) employers must not carry out work which can expose any of their employees to any substance hazardous to health until “a suitable and sufficient assessment of the risks to employees’ health created by that work has been carried out”. The Approved Code to Regulation 6 states that “employers must ensure that whoever carries out the assessment and provides information on the prevention and control measures is competent to do so”. Therefore, if employees are required to complete assessments they should be provided with the necessary learning and development to enable them to do this.

To be competent, the person nominated to carry out the assessment should:

- know how the work activity uses, produces or creates substances hazardous to health
- have the knowledge, skills, training and experience to make sound decisions about the level of risk and the measures needed for prevention or adequate control of exposure
- have the ability and the authority of the employer to collate all the necessary, relevant information.

The HSE does not define or approve any standards of competence for the completion of COSHH risk assessments.

It is therefore the responsibility of the employer to identify the relevant competency required to undertake the COSHH risk assessments. Determining the levels of competency required is essentially about identifying the skills and knowledge needed to complete the assessment in the specific work environment, which can be influenced by:

- the type/s of hazardous substances used or produced, work activities involved and exposure characteristics
- the need for compliance with legislative requirements
- guidance on competency in the Approved Code of Practice to the COSHH regulations
- the complexity of any control measures, operating procedures and instructions required to control risks.

Choosing the correct form of training is pivotal to the overall success of any training initiative, as the selection of an inappropriate delivery method for the new knowledge or skill will negate other important aspects such as the content and how the results of the training are to be evaluated.

Referring again to the ACOP for COSHH, this notes that employers “should consider the various ways of providing information, instruction and training and select those most appropriate to their own circumstances” and that “training should include elements of theory as well as practice”.



**Q. My organisation has set itself the broad objective of improving the management of stress. I have been nominated to manage a programme to implement this objective. How can I do this?**

A. To meet this objective, there are likely to be a number of work streams projects that will need to be effectively managed including a review of the current stress related practices, determination of current stress-related issues, culture change and the implementation of relevant control measures (e.g. awareness training, occupational health interventions, etc.).

In essence, each work stream project is undertaken to meet a specific objective (or outcome) within a defined time within the resource limits set.

There are many types of project management methodologies, but in general, the following elements will form the basis of both the broader programme but also each of the following work streams;

- Project mandate: a written description of why the project is believed to be worthwhile and what it is intended to achieve (i.e. improve the management of stress).
- Start-up and Initiation: detailing what the project is about, who needs to be involved, what outputs it will produce and what benefits it will achieve, planning how best to do it and over what time frame, and getting the right team together.
- Delivery: doing what has been planned, managing progress through the stages, and checking it is on target to deliver the outputs and achieve the benefits.
- Closure: confirming completion of the tasks and delivery of the outputs, planning for subsequent reviews of the benefits realised as a result of the project, learning lessons for the future and disbanding the team.

Project initiation requires the appointment of a Senior Responsible Officer (SRO) and the Project Manager. The SRO should be the person responsible for delivering the business benefits expected as a result of the project.

The number of delivery stages (or gateways) will depend on the size of the project. Breaking the work of the project into manageable stages enables better planning and greater control over progress. The number of stages depends entirely on the nature of the project.

As with any formal process, developing the appropriate documentation is essential. This will include the following.

- A Project plan: tracking timescales, costs and resource requirements, recording the actual time, cost and resources used, and estimating future tasks.
- Risk log: tracking the project risks and issues, monitoring risk actions.
- Reports: to ensure that the SRO/Project Board and all stakeholders are kept informed about progress and status of the project.
- End stage reviews: to assess progress against the plan at the end of each stage and, if the Business Case is still valid, to approve the next stage.



# GUIDANCE

## BSI PUBLISHES NEW PAS STANDARD FOR SAFETY BARRIERS

A new BSI-backed standards document on segregating traffic in workplace environments using safety barriers has been published.

Publicly Available Specification (PAS) 13, Code of practice for safety barriers used in traffic management within workplace environments with test methods for safety barrier impact resilience, was produced under licence from BSI and written by an independent expert panel.

As a PAS document, rather than a full British Standard, it was put together in a shorter period of time and had a commercial sponsor.

It is intended for any workplaces where there is a risk of collision between vehicles or machinery and pedestrians, and where safety barriers are needed to protect personnel, vehicles and structures.

The standard outlines good practice traffic management procedures for workplaces and sets out standards on safety barriers.

The PAS was developed with input from representatives of Allianz Insurance, the British Industrial Truck Association, RIBA Enterprises, DHL, the HSE, Jaguar Land Rover, the University of Manchester's School of Mechanical, Aerospace and Civil Engineering and others.

The document outlines a safe system of traffic management, including methods and procedures for arrival, reception, unloading, and movement of vehicles within the workplace.

It covers: the impact resilience, dimensions and positions of safety barriers; guidance on how to manage the risks associated with vehicles; the criteria for testing the impact resilience of a barrier.

Its intended audience is health and safety managers, procurement specialists, directors, facility managers, project managers and site safety leaders.

Anne Hayes, head of governance and resilience at BSI, said: "Workplace safety is a serious matter not only for businesses and their employees, but also for the general public who may interact within the geographical environment where businesses operate.

"BSI's new code of practice is a valuable guidance tool for any person with a health and safety focus, especially where moving vehicles or the protection of personnel, equipment and vital structures is concerned."

According to HSE statistics quoted by BSI, around 50 people are killed each year, and more than 5000 injured, in accidents involving workplace transport.

The new standard can be purchased here: <https://tinyurl.com/ybhkf8ss>



## MULTI-SITE DELIVERY ISSUES FOR HEAVY GOODS VEHICLES

HSE have undertaken a study to establish whether there were specific safety issues relating to multi-site deliveries, and how widespread these were within the UK road haulage industry.

This study builds on previous work carried out on load securing of goods transported by road.

Multi-site deliveries in themselves do not appear to introduce additional hazards, over and above those encountered in the haulage industry overall. However, they do appear to increase the exposure to hazards because drivers are required to access the load area more frequently and the profile of multi-site deliveries may mean that vehicles are delivering to sites where risks are not adequately controlled.

Awareness of the risks of work activities appeared to be generally quite low amongst both consignors and hauliers, particularly with regard to the load retention properties of curtain-sided vehicles. While load planning would generally be considered desirable, it appeared that planning based purely on predicated drop order could result in poorly-loaded, unstable loads. This could be exacerbated once the first delivery had taken place, even if the load was re-loaded.

The wider utilisation of risk assessment, appropriate load planning, cooperation and clear communication between dutyholders could significantly reduce the risk of harm during multi-site deliveries.

The full report is available here: <http://www.hse.gov.uk/research/rrpdf/rr1088.pdf>

## WORKPLACE CANCER DEATH RATE HIGHER THAN ESTIMATED

Occupational exposure to carcinogens kills approximately 742,000 people a year, new global research has found. This is up from the previous estimate of 666,000, and almost double the number of fatal workplace accidents.

The research was carried out by the International Labour Organization, ministries in Finland and Singapore, the Workplace Safety and Health Institute (WSHI) in Singapore, the Finnish Institute of Occupational Health, the International Commission on Occupational Health and the European Occupational Safety and Health Agency.

The updated figure is based on “better available data gathered and analysed by the research consortium”, they said.

Their findings were revealed at the World Congress on Safety and Health at Work in Singapore on 4th September, where delegates heard that 2.78 million work-related deaths occur every year worldwide.

Around 380,000 of these are fatal accidents; the other 2.4 million are caused by occupational diseases, including cancer.

Dr Jukka Takala, senior consultant to Singapore’s Ministry of Manpower, said: “There are many cost-effective ways that organisations can protect staff from exposure. Now it is time for action. People should be able to do their work without being out at risk.”

IOSH president Graham Parker added: “The findings from this new research are truly shocking. It shows that 742,000 families have to come to terms with the loss of a loved one through cancer caused by something they were exposed to at work. We have been encouraged by the number of organisations which have supported or pledged to No Time to Lose, showing a real desire to protect their employees. But, clearly, more needs to be done.”

Since its launch in November 2014, more than 100 organisations have made a pledge to IOSH’s No Time to Lose campaign, meaning they will look at reducing worker exposure to carcinogens. The campaign also has more than 200 supporting organisations, including BFFF.





## DANGEROUS LADDERS BEING SOLD AND USED IN THE UK

The HSE has announced it is to amend its guidance on the safe use of ladders following concerns about dangerous, substandard telescopic ladders being sold and used in the UK.

The announcement follows a recent fatal accident investigation and as a result, the HSE has advised all users of combination ladders to ensure that they:

- carry out pre-use checks
- use them in accordance with instructions
- check the locking mechanisms.

The HSE says the use of telescopic ladders is growing more popular due to their ease of storage and convenience. However, often such ladders:

- are rated for a lower load
- have stiles prone to greater bending
- are prone to greater bending of the frame.

The HSE has also warned that significant numbers of substandard products are being made available on the UK market. These are often low cost products imported from outside the EU, such as China. Some of these have been implicated in serious accidents, including fatalities.

In recent testing by local authorities, a total of 13 different telescopic ladder types all failed to meet BS EN 131 — the recognised standard for ladder design, safety and structural requirements.

Almost all of the ladders were easily damaged during testing, showing they were not robust enough to cope with normal wear and tear.

In the worst case, a ladder snapped in half beneath the test load — despite claiming to comply with the safety standard.

The HSE says duty holders and users should ensure that:

- pre-use checks on the ladders are thorough
- the ladders are stored well, transported carefully and maintained
- they understand the limitations and likely performance of their ladder.

The HSE says Trading Standards have been taking action, with 32,000 telescopic ladders recently withdrawn from sale.

In addition, the HSE says it will be updating its guidance entitled Safe Use of Ladders and Stepladders (INDG455) to highlight these issues.



## SAFETY REPRESENTATIVE GUIDE SHOWS GENDER DIVIDE IN WORKPLACE RISKS

A guide published by the Trade Union Congress has highlighted the need to take gender differences into account when doing risk assessments. Gender in occupational health and safety discusses the need for some gender specific risk assessments.

The report explains that risks differ between genders. For example, women tend to suffer from upper back and limb pain following repetitive work, while men are more likely to suffer from lower back pain from high force exertion.

Checklists are provided for representatives. The guide also states that men's requirements when it comes to health and safety have often been prioritised, with women in male-dominated occupations (such as construction and emergency services) often placed at risk from inappropriately designed tools and personal protective equipment (PPE).

The guide has been written using the report on PPE based on two surveys by the TUC and Prospect. It can be accessed here: <https://tinyurl.com/ycovwphz>

## REGULAR USE OF DISINFECTANTS LINKED TO HIGHER RISK OF FATAL LUNG DISEASE

The use of bleach and other common disinfectants once a week could increase the risk of developing chronic obstructive pulmonary disease (COPD) by as much as 32%, according to researchers in the US and France.

A 30-year study by scientists at Harvard University and the French National Institute of Health and Medical Research (Inserm) looked at the incidence of the disease in more than 55,000 nurses in the US and identified a link between the use of bleach and other common disinfectants and a higher incidence of COPD. Certain tasks that involved frequent exposure to disinfectants, such as cleaning surfaces and specific chemicals in disinfectants, were associated with a 22% to 32% increased risk of developing COPD.

COPD, which affects an estimated 1.2 million people in the UK, is responsible for nearly 25,000 deaths in England each year, the third highest death rate in Europe, according to The Guardian.

The International Labour Organization (ILO) and other bodies have published new data on the estimated global total for occupational accidents and work-related illness at the World Safety Congress in Singapore. The 19% increase on the 2014 report is partly due to the inclusion of data on the estimated number of respiratory cases caused by COPD and occupational asthma.

The report's authors said that COPD is a growing disease world-wide. "It has become an important work-related problem but is often not well-recognised and is thus under-diagnosed."

The fatal lung disease is associated with specific occupational exposure agents, including coal mine dust, asbestos, silica, welding and cutting gases and fumes, cement dust, diesel exhausts, spray painting, organic solvents and possibly man-made fibres.

Disinfectant use has previously been associated with an increased risk of respiratory problems such as asthma. However, the new study is thought to be the first to identify a link between COPD and specific cleaning chemicals known as quaternary ammonium compounds.

"The potential adverse effects of exposure to disinfectants on COPD have received much less attention, although two recent studies in European populations showed that working as a cleaner was associated with a higher risk of COPD," said Inserm researcher Orianne Dumas.

"To the best of our knowledge, we are the first to report a link between disinfectants and COPD among health-care workers and to investigate specific chemicals that may underlie this association."

The researchers analysed data from a mass study of female nursing staff in the US, which was undertaken by Harvard University in 1989. In 2009, the researchers looked at those who were still working as nurses who had no history of COPD and tracked them until May 2017. During that period, 663 were diagnosed with the condition.

The everyday use of bleach has no specific health guidelines. Inserm says the report findings highlight the need for guidelines for cleaning and disinfection in healthcare settings such as hospitals to be updated and to take occupational health risks into account.

## FIT FOR WORK ISN'T WORKING

"We feel a bit like a broken record," the manufacturers' organisation EEF said in its latest survey of health, work, wellbeing and sickness absence.

Why? Because much of what EEF has to say about the Government's Fit for Work service in this year's report it also said in 2016. It believes that Fit for Work is an important initiative for tackling two of the most common causes of long-term sickness absence: musculoskeletal disorders (MSDs) and mental ill health.

EEF also thinks that the service could be expanded to help more people with disabilities and long-term health conditions into the workplace.

However, in what it describes as disappointing data from this year's survey, the employers' organisation finds very limited interactions between the Fit for Work service and its members.

Companies are not referring employees and GPs are not referring their patients — and of the few return-to-

work (RTW) plans issued, only a handful specified medical treatments, EEF highlights.

Of 14 companies that made employee referrals to the Fit for Work service, only three said that it had helped staff return to work sooner. Furthermore, despite 77% of companies being aware of the Fit for Work service, only a quarter of them said they would use it.

“Keeping people fit, healthy and productive is a key element of improving the UK’s productive performance for the overall benefit of the UK economy,” EEF’s Terry Woolmer said.

While the Fit for Work service has a key role to play as part of this, he went on, employers are clearly not persuaded of the benefits of using it, either because they already have some form of occupational health provision or they are content to rely on the NHS.

Key findings of the report:

- Over three quarters of companies are aware of the Fit for Work Service but only a quarter of those aware said they would use it
- Only 14 out of 264 companies had used the Fit for Work service
- Just 3 companies who had used the service said employees had returned to work earlier
- Over a third (38%) of companies rely entirely on the NHS to medically treat employees
- No barriers to employing disabled workers or those with long term health issues by over a third (36%) of companies
- Employers increasingly offering flexible working and workplace modifications for workers over 50
- Almost half of companies (47%) said employer/government matched funding would encourage them to contribute to the cost of employee health and well-being programmes

The survey is available on EEF’s website here: <http://tinyurl.com/yd8lqknw>

## HOW TECHNOLOGY IS CHANGING FUTURE RISKS

HSE has highlighted its latest horizon scanning report for employers thinking about potential future risks and what rapid developments in science and technology could mean for their organisations.

The latest Foresight Report is the first annual report from the HSE Foresight Centre which conducts horizon scanning in support of the HSE’s strategic themes.

One of the six strategic themes in the HSE’s Help Great Britain Work Well Strategy is “Keeping pace with change” and in this regard, the report notes the changing role of technology in the workplace is being heralded as the 4th Industrial Revolution.

As a result, ICT has been identified as a significant theme with which to demonstrate the importance of thinking about future risks.

The report examines the changing face of work in the context of the digital revolution in a collection of thought-provoking articles, focusing on the following themes and their potential impact on occupational safety and health, as follows:

- The internet of things — a technological development where everyday machines, devices and appliances are connected and able to send and receive data over the internet.
- Working any time, any place, any space— how changes in working patterns are being driven and enabled by ICT.
- Wearable health and safety — how, as devices become smaller, they can be used to monitor the body’s vital signs and may be used for example to indicate potential health and safety risks.
- Immersive technologies — where virtual environments are created to assist, for example, in training and design.
- Co-workers or cobots? The design of sophisticated robots that can work alongside people without the need for segregation.
- Backseat drivers — how computer enhancements to vehicles may lead to completely autonomous vehicles.
- Artificial intelligence and its various applications.

The Foresight Report 2016 can be accessed on the HSE website here: <http://tinyurl.com/yao8xy4x>



## QUARTER OF BUSINESSES DO NOT CHECK VEHICLES ARE ROADWORTHY

A quarter of UK businesses do not conduct regular safety checks on vehicles used for business purposes, a recent survey of firms has revealed.

The study, by the satnav company TomTom Telematics, was conducted among senior managers at 400 UK businesses and found the following:

- Although the large majority of businesses (89%) check driver documentation — such as licence and insurance details — only 43% do this more than once every six months.
- Some 15% of respondents admitted their organisations only check documentation when a new employee joins, and do not schedule follow-up checks.
- A quarter of UK businesses do not conduct regular safety checks on vehicles used for business purposes.
- Three-fifths (60%) of those who check driver documentation still do so manually, with the remainder conducting electronic checks.
- In the specific case of companies operating grey fleets — vehicles owned by employees but used for business purposes — 21% do not conduct any checks on drivers' insurance documentation.

Commenting on the survey, Beverley Wise, Director UK & Ireland at TomTom Telematics, said “Ensuring vehicles and drivers are roadworthy is a fundamental requirement for any organisation that expects employees to drive for business purposes. If organisations are to safeguard employees and protect themselves from risk, it is important to have comprehensive systems in place not only for ensuring checks are conducted frequently, but also to ensure findings are properly recorded and acted upon where necessary.”

## “RISING FINES, PLUMMETING PROSECUTIONS”

While health and safety fines have risen sharply since new sentencing guidelines were introduced in February 2016, the number of prosecutions taken by the HSE has “plummeted,” according to analysis by the TUC.

The union body recently highlighted, in its Risks bulletin, figures in the latest HSE annual report indicating that in 2015/16 the HSE instituted 696 cases, 95% of which resulted in a conviction for at least one offence. In 2016/17, however, provisional figures show that this fell to 547, a decline of 21%.

The use of improvement notices for criminal safety offences, by contrast, increased to 6700 in 2016/17, up from 5700 the year before and 6270 in 2014/15.

In contrast to the prosecutions trends, figures for fines indicate a steeply rising trend. Between February 2016 and February 2017, the total value of fines imposed on businesses for health and safety offences was £73.2 million, up from £35.4 million for the previous 12 months, reflecting the more robust sentencing guidelines that came into effect in February 2016.

Commenting on the issue in his blog, Hugh Robertson, Head of Safety at the TUC, said, “I was very pleased to read that, between February 2016 and February 2017, the total value of fines imposed on businesses for health and safety offences... is more than double the previous total... Unfortunately, while the size of fines are going up, far less cases are being taken”.

Asked for comment, a spokesperson at the HSE said, “HSE’s approach to enforcement has not changed and remains proportionate and targeted, in line with our published Enforcement Policy Statement... We believe in firm but fair enforcement of the law. We recognise that those responsible for failings need to be held to account but our action must be proportionate to the seriousness of the breach.”



Fleets of "driverless" lorries will be trialled on Britain's motorways for the first time next year, ministers have announced. Up to three lorries will travel in automated convoys which which accelerate and brake at the same time, and will be controlled by a driver in the lead vehicle in a bid to cut congestion and emissions.

However the AA has warned that the plans could pose a significant risk to motorists, highlighting the fact that the platoons will be the equivalent of half a football pitch long.

The technology has already been successfully trialled in Europe and the US, but the motoring organisation said that they are not suitable for the UK's congested motorways. It said that they will offer little or no environmental benefit and urged the Government to invest in electric lorries instead.

Edmund King, President of the AA, said: "We have some of the busiest motorways in Europe with many more exits and entries. Platooning may work on the miles of deserted freeways in Arizona or Nevada but this is not America.

"A platoon of just three HGVs can obscure road signs from drivers in the outside lanes and potentially make access to entries or exits difficult for other drivers. On the new motorways, without hard shoulders, lay-bys are every 1.5 miles. A driver in trouble may encounter difficulties trying to get into a lay-by if it is blocked by a platoon of trucks going past."

The Department for Transport said that the wirelessly connected vehicles will travel closely together, with acceleration and braking controlled by the lead vehicle. It said that the lorries will drive closely together with the front vehicle pushing air out of the way, making the other vehicles more efficient and lowering their emissions.

Ministers said that a driver will be in the cab of each of the lorries controlling the steering and ready to take over full control in the event of a problem. The Government has provided £8.1 million funding towards the trials, which will initially take place on a test track before being carried out on motorways.

Details of where the motorway trials will be conducted have not been released, but the Government has previously indicated the trials could take place on a stretch of the M6 near Carlisle.



Department  
for Transport



## GOVERNMENT MUST ACT ON 'WHITE GOODS' FIRE RISKS

It's over a year since a fire caused by a faulty tumble dryer destroyed several homes in a Shepherd's Bush tower block. Despite this, the government still hasn't implemented any of the Fire Brigade's safety recommendations which followed the fire.

Almost every day, there is a fire in London involving faulty white goods. June's tragic fire at Grenfell Tower started in a fridge freezer.

As part of the Total Recalls campaign the London Fire Brigade has made a series of urgent calls for steps to make white goods safer. Now the Mayor, Fire Brigade and other campaigners have written to Prime Minister Theresa May to ask for immediate action.

Mayor of London, Sadiq Khan says:

*"The government's delay in implementing these recommendations is simply inexcusable. The tragedy at Grenfell Tower in June is a stark reminder of just how devastating a fire caused by faulty white goods can be. "If an item is on the official 'recall' list, this information must be easily accessible so these fires can be prevented."*

The government and manufacturers must urgently act to help prevent any further tragedies.

Fire Brigade Commissioner, Dany Cotton says:

*"How many more devastating white goods fires does there have to be before the government makes it easier for consumers to check whether their fridges and freezers are on the recall list?"*

*"There is little to stop people buying second-hand kitchen appliances which pose a serious fire risk...It's time to take action."*

London Fire Brigade's Total Recalls campaign is asking for:

- A single, publicly accessible register of product recalls
- International recalls to be included on the UK recall register
- Recalls to be better publicised to reduce confusion
- Risk assessments to be published when a fault is identified
- Greater regulation of second-hand appliances
- Changes to the way fridges and freezers are manufactured
- All appliances to be marked with model and serial number
- Sleeping risk to be included as a factor in risk assessments

More information on the Total Recalls campaign can be found here: <http://tinyurl.com/ybdbk68g>



**TOTAL RECALLS**  
Making white goods safer



## ENFORCEMENT

### WORKER SERIOUSLY INJURED AFTER FALL FROM FORK LIFT TRUCK

A food manufacturing company has been fined after a worker fell six metres from the back of a fork lift truck.

Lincoln Magistrates' Court heard how the employee was instructed to paint guttering and drainpipes on the outside of a factory. The employee was raised up by a forklift driver in an unsecured tote box to paint when he fell to the ground from a height of around six metres resulting in a dislocated arm, cracked pelvis, broken foot and shattered leg.

An investigation by the Health and Safety Executive (HSE) found the work was not properly planned nor was it adequately supervised. The injured worker had not received any training or advice on how to correctly carry out the task.

The business was found guilty of breaching Section 2(1) of the Health & Safety at Work Act 1974. The company has been fined £100,000 and ordered to pay £19,032.63 in costs.

Speaking after the trial, HSE inspector Samantha Farrar said: "This work activity should have been properly planned. The injured worker should have been given the correct equipment as well as instruction as to how to carry out the work. The company also failed to adequately supervise the activity which could have prevented the incident."

### BAKERY FINED AFTER WORKERS SUFFER HAND INJURIES

A bakery has been fined after two workers suffered hand injuries while operating machinery on site.

Carlisle Magistrates' Court heard that on the 26 January 2016 a worker lost the top of their right hand middle finger, after it caught the moving blade of a dough-dividing machine.

The second incident occurred on the 29 March 2016 when an employee's left index finger made contact with the cutting jaws of a wrapping machine.

An investigation by the Health and Safety Executive (HSE) found the company failed to equip the machinery with the correcting guarding to avoid incidents like this occurring.

The business has pleaded guilty to breaching two charges of Regulation 11, of the Provision and Use of Work Equipment Regulations 1998, and have been fined £40,000 for the first offence and £30,000 for the second offence and ordered to pay costs of £7990.

Speaking after the hearing HSE inspector Leona Cameron said: "This case demonstrates the importance of checking and assessing all dangerous equipment and machinery to prevent injuries to employees operating such machinery."



## SNACK MANUFACTURER FINED £330,000

A snack manufacturer from Northamptonshire was fined £330,000 in January 2017 by Northampton Crown Court following an accident in which an agency worker lost the tops of three fingers.

The court heard the worker, supplied by an agency to Tayto Group Limited, was clearing a blocked machine on a production line when his hand came into contact with shears, whereupon three fingers on his right hand were severed below the first knuckle.

The HSE's investigation discovered that the machine's guarding was unsecured when the incident occurred. Furthermore Tayto Group Limited had failed to implement formal checks on the machine to ensure that guards were in place and secure prior to use.

The company pleaded guilty to breaching Regulation 5 of PUWER and, in addition to the fine, was ordered to pay costs of £11,752.23.

Following the hearing HSE Inspector Michelle Morrison stated "This man suffered a life-changing injury in what was an entirely preventable incident. Employers must have adequate and robust systems to ensure that guards used to prevent access to dangerous parts of machinery are in place and secure before machinery is put into use."

## SUPERMARKET FINED £1M FOR LACK OF SUITABLE TRAINING

A supermarket chain have been fined following a repeated failure to follow HSE's approved code of practice for lift trucks which led to a worker sustaining severe foot injuries which "left him with pain that will have repercussions in years to come and can be considered life-changing".

The worker, an agency employee, was in the second week of his employment and was manoeuvring an electric-powered pallet truck into an enclosed food chiller at a store in Alfreton, Derbyshire. While he was making room for a further delivery the truck rolled backwards over his foot, fracturing his toes. Following the accident he had two toes amputated, his foot restructured with pins and was unable to work for six months.

An investigation by the local authority, Amber Valley Borough Council, found that the company did not provide structured training on use of pallet trucks for new starters, relying on them 'shadowing' more experienced colleagues instead. Prior to the day of the accident the injured worker had not visited the Alfreton store and had not operated the pallet truck, which had a bigger turning circle and took longer to stop than the one used during the shadowing.

During sentencing at Derby Crown Court, Judge Peter Cooke noted that previous incidents should have prompted the supermarket to improve operator training sooner.

The company pleaded guilty to breaching sections 2(1) and 3(1) of the Health and Safety at Work Act, was sentenced on 14th July and fined £1m plus £70,000 costs.

Although the supermarket's turnover of £7.7bn should have left them in the 'Very Large' business category of the sentencing guidelines, the judge instead stayed within the 'Large' category due to a low profit margin of 2.2% otherwise we may have seen a significantly higher fine.



## FOOD COMPANY FINED AFTER WORKER SUFFERS CRUSHED HAND

A food company has been fined after a worker's hand was crushed in a meat separating machine at the company's facility in Coventry.

Coventry Magistrates' Court heard that on 11 May 2016 the 22-year-old worker was loading meat into the machine, when he fell and his hand entered the machine.

The worker suffered serious injuries to his hand which later required surgery and skin grafts.

An investigation by the Health and Safety Executive (HSE) found the company failed to implement a safe system of work for separating the meat using this machinery. It was also found, the company failed to equip the machinery with the appropriate level of guarding to protect the workers from harm.

The business pleaded guilty to breaching Sections 2 (1) and 33 (1) of the Health and Safety at Work Act 1974, and has been fined £366,666 and ordered to pay costs of £10,978.09.

Speaking after the hearing HSE inspector Christopher Maher said: "This case highlights the dangers of failing to assess risk. All duty holders must ensure that all dangerous machinery has the appropriate level of guarding in place to avoid serious injury like in this case."



## COMPANY FINED AFTER WORKER FATALY CRUSHED BY FORK LIFT TRUCK

A Lincolnshire based tyre firm has been fined after a worker died when the fork lift truck he was driving overturned at the company base in Grantham.

Lincoln Crown Court heard the worker was transporting tyres on 30 July 2014 when the fork lift ran over a loose tyre in the road. He was crushed between the fork lift truck and the ground and later died from his injuries. He was not wearing a seat belt.

An investigation by the Health and Safety Executive (HSE) found there was no company policy in place instructing workers to wear seatbelts when operating fork lift trucks. The investigation also found if the tyres had been stored securely this would have prevented them rolling onto the roadway and would have reduced the risk of the fork lift truck overturning.

The Grantham company pleaded guilty to breaching section 2(1) of the Health and Safety at Work Act 1974 and has been fined £300,000 and ordered to pay costs of £25,000.

Speaking after the hearing HSE Principal inspector David Butter said: "This tragic incident could have easily been prevented if the company had enforced and monitored the wearing of seat belts for fork lift truck drivers".



## MEET THE HEALTH & SAFETY EXPERT GROUP

The H&S Expert group consists of safety professionals representing all sectors of the frozen food supply chain and BFFF membership. The group meets three times per year and provides a confidential health & Safety and fire safety forum to focus on issues relevant to the industry, enabling the dissemination of pertinent H&S information to members. The Expert group informs and advises the BFFF board to assist with determining Federation policy in health & safety and fire safety legislative areas.

If you are interested in becoming more involved, or would like to confidentially raise an issue for discussion at the meetings please contact Simon Brentnall on 01400 283096 or [simonbrentnall@bfff.co.uk](mailto:simonbrentnall@bfff.co.uk)

### Members of the Group

- Mark Lovett - Group Health, Safety & Environment Manager, Apetito Ltd.
- David Morgan - Health, Safety & Environment Manager, Asda Stores Ltd.
- Kate Taylor - Health & Safety Manager, Bidfood
- Paul Duncalf - Head of Health & Safety, Brakes
- Bryan Atkinson - Safety Co-ordinator, Cargill Meats Europe
- Todd Hallam - EHS Director, Chalcroft Construction
- Aaron Scandrett - UK Group Health, Safety and Environment Manager, Froneri UK Ltd.
- Robert Ironmonger - Health, Safety And Environmental Manager, Greenyard Frozen UK Ltd.
- Paul Rhodes - Group SHE Manager, Greggs Plc
- Neil Walker - Health, Safety & Quality Manager, Heron Foods Ltd.
- Stephen Dean - Health & Safety Manager, Iceland Foods Ltd.
- Lee Deeble - Health & Safety Co-ordinator, Kent Frozen Foods Ltd.
- Simon Aldous - Health & Safety Manager, Moy Park Ltd.
- Gary Weatherhead - Group Risk & Safety Manager, Palmer & Harvey Ltd.
- Clare McMahon - Health, Safety & Environment Manager, The Authentic Food Company Ltd.
- Dennis Futtly - Quality Assurance Manager, Three Oceans Fish Co. Ltd.
- Adrian Cooper - Quality, Health, Safety & Environment Manager, XPO Logistics
- Dave Penson - Safety, Health, Environment & Energy Manager, Young's Seafood Ltd.



Cargill Meats Europe





## Introducing the British Frozen Food Federation People Awards

2018 will see BFFF's inaugural People Awards ceremony, aimed at celebrating the unsung heroes within the frozen food industry.

*"For 30 years our annual product awards have recognised the most exciting and innovative new products at our sell-out Gala Dinner Dance event.*

*"This year we have decided it is high-time we celebrated the people behind those products and the £8 billion frozen food industry as a whole and give them the recognition they deserve."* – John Hyman, Chief Executive Officer, BFFF.

### Key dates

15<sup>th</sup> May 2017

Entries live now

6<sup>th</sup> October 2017

Entry Deadline

21<sup>st</sup> November 2017

Shortlist announced

22<sup>nd</sup> February 2018

The People Awards ceremony

### Health and Safety Champion

The winning person will have gone 'above and beyond' to improve safety within their business.

The award recognises leadership and the ability to demonstrate that this person's policies and actions have achieved a demonstrable improvement in health and safety performance.

Nominate now at:  
[www.bfffpeopleawards.co.uk](http://www.bfffpeopleawards.co.uk)

For further information or to download a copy of this newsletter, please visit [www.bfff.co.uk](http://www.bfff.co.uk).



**SEVEN TELEMATICS** is the leading manufacturer of temperature data loggers, remote monitoring and vehicle tracking for road transport and cold storage applications.

For more information please visit: [www.seventelematics.co.uk](http://www.seventelematics.co.uk)



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