Army Safety & Environment Matters

47 | Summer 2013

Water Wise

ceso a
CHIEF ENVIRONMENT & SAFETY OFFICER (ARMY)

https://www.armynet.mod.uk/armysafety
http://www.youtube.com/britisharmysafety

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Cover image – © Army Cadet Force Association

Editorial

One of the privileges of being the Editor of Army Safety and Environmental Matters has been to write the short piece at the beginning of each magazine. Its aim is to set the tone for the edition and highlight some of the contents. This is my thirty-second editorial – and also my last, as I am handing over the Editor's duties.

Firstly, I want to highlight a significant article on Duty Holding which has been written by Col Johnny Schute. In it, CESO(A) gives a clear explanation of this new Army concept – with which we will all need to be familiar.

Secondly, I hope that a new SO2 Safety Communications should soon be appointed and our magazine will continue in 'safe' hands. I say 'should soon be appointed' because increasingly, lengthy gapping between posts has become the norm.

Army Safety positions are not immune from this. If key Force Protection (Safety) appointments are gapped the overcommitted staff remaining become stressed, the standard of inspections and safety checks could fall, people might feel that they're almost being expected to take shortcuts – and even some critical tasks might not be done at all. Commanders, as part of their Duty of Care, need to be aware that they should refer properly identified risks to their soldiers' safety through the chain of command.

If YOU can see a risk to a soldier's safety – it's your DUTY to do something about it.

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In this Issue

"Worth a second thought?

Tomorrow – your reward for working safely today."

Attributed to Robert Pelton.

Army Safety & Environment Matters is the quarterly publication of Chief Environment & Safety Officer (Army), CESO(A) – https://www.armynet.mod.uk/armysafety Its primary aim is to promote good practice in safety and environmental issues throughout the British Army. If you wish to comment upon any article, make a contribution, or have a query regarding distribution of this publication, please contact: SO2 Rad, CESO(A), IDL 420, Ramillies Building, Marlborough Lines, Monxton Road, ANDOVER, Hampshire SP11 8HJ. Mil 9 4391 2218 or Civ 01264 38 2218.

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News in Brief

Latest Safety Notices Issued by CESO(A)

- Automatic Wall Descent Controller (AWDC) 28 Aug 2012
- Walking at Night 7 Jan 2013

Those with access to MOSS will find copies of the CESO Safety Notices on the CESO(A) MOSS page: http://cui1-uk.diif.r.mil.uk/r/89/default.aspx

Tampering with Fire Alarm Systems

There is a worrying trend that in soldiers' accommodation occupants are tampering with smoke and heat detectors to prevent their actuation. Examples of this range from placing cling film and similar items over the detector – to actually disabling the system at the fire alarm panel.

This puts lives at risk, particularly where the system protects accommodation used for sleeping, i.e. SSLA, Messes, etc. DFRMO have taken enforcement action at a number of units where these practices have already been discovered.

Commanders and Line Managers at all levels must ensure that there is a robust system in place to identify such occurrences and any other unsafe practices that have the potential to cause severe risk to life. **Tampering with installed fire alarm systems is a very serious breach of fire safety regulations**.

New Electronic AINC Form 510

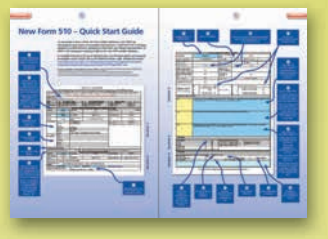
Having started life in 2005, the Army Incident Notification Cell (AINC) has largely remained the same, other than the recent introduction of some Lessons and Service Inquiry improvements. But big changes, particularly to the Army's Safety database, are planned.

A new MOD Form 510 (in Excel) has been specifically designed to support these changes. It will allow AINC to electronically upload the form, thereby saving on subsequent 'input time'.

It is available on the CESO(A) site on the Defence Intranet. Under Related Documents via this link: http://defenceintranet.diif.r.mil.uk/Organisations/Orgs/Army/Organisations/Orgs/clf/Organisations/Orgs/coslf/Organisations/Orgs/CESOA/Pages/AINC.aspx

This new 510 may undergo some more improvements – but the latest edition will always be online. Always complete the form in as much detail as possible. Current feedback is very positive.

See our 'Quick Start Guide' to completion of the new Form 510 on page 12 of this issue.



New HSE Rules Make Mistakes More Costly

From 1 Oct 2012 the HSE introduced its 'cost recovery scheme' Fee For Intervention (FFI). This means that HSE Inspectors can now charge for their time at a rate of £124 per hour!

Charges to recover HSE's costs will occur where there has been a 'material breach in safety law' (where in the HSE Inspectors opinion is there has been a contravention in H&S law and is such that they issue a written notice). This includes Improvement, Prohibition and Prosecution Notices. If a 3rd party expert also needs to be brought in to assist the HSE investigation, those in breach will be charged for any 3rd party fees in full.

The Army is not exempt from this scheme and further details are explained in DIN20120636. CESO(A) should be informed of all Notices, and if invoices are received under FFI they are to be sent to CESO(A) for the attention of Budget Holder/HSE Intervention.

BikeSafe Courses in the South

Due to the value and popularity of last years BikeSafe courses, HQ Sp Comd and Tidworth Garrison have linked in with the Surrey Police BikeSafe Team and the Wiltshire BikeSafe Partnership to conduct BikeSafe Training Courses specifically to coach military personnel on their riding skills.

The one-day courses will consist of lectures in the morning followed by 'on-road' practical assessment rides. **Check with the coordinators to confirm that there is still space available on these highly sought after courses**. Training is planned for the following dates:

Wed 26 Jun 13
HQ SP Comd (military only)

Sun 7 Jul 13
Wiltshire Partnership
(general public)

Thu 25 Jul 13
Wiltshire Partnership
(military only)

Sun 4 Aug 13
Wiltshire Partnership
(general public)

Wed 4 Sep 13
HQ SP Comd (military only)

Sun 8 Sep 13
Wiltshire Partnership
(general public)

Thu 19 Sep 13
Wiltshire Partnership
(military only)

Sun 22 Sep
Wiltshire Partnership
(general public)

Wed 2 Oct 13
HQ SP Comd (military only)

Sun 6 Oct 13
Wiltshire Partnership
(general public)

Note, that the other five Wiltshire Partnership events are also open to soldiers as well as the general public. Ring the respective coordinators shown below:

- HQ SP Comd – WO1 (SSM) Steve Cocking on Civ: 01252 347231 or Mil: 94 222 2231.
- The Wiltshire BikeSafe Partnership Co-ordinator is Colin Reeves on Mob: 07770 695 792 or 01793 466 399.

Vaccination of MOD Civilian Welders Against Pneumococcus

There is a new policy for the vaccination of the MOD's civilian welders against pneumococcal disease*. Employees exposed to metal fume (i.e. welders, and those involved in hot cutting of metal) are at risk from pneumonia. A DIN will be shortly be issued.

Line Management/Commanding Officers of civilian personnel involved in welding of all types, and in hot metal cutting, are to advise them that they should be vaccinated with the **'pneumococcal polysaccharide vaccine (PPV23)'** from either their local GP or local hospital and to reclaim the cost of the vaccination against their UIN using an MOD Form 1108.

This policy does not affect those involved in soldering; they are NOT at increased risk of pneumonia.

* Lobar pneumonia is commonly caused by the bacterium Streptococcus pneumoniae, also known as 'pneumococcus'.

Continued...

Revised Code of Practice for PAT

JSP 375 Leaflet 12 sets out MOD's expectations in relation to PAT testing frequency and outlines suggested testing intervals for equipment in office type environments (see Annex A, Appendix 1). In other working environments, the advice is that frequency should be defined by a risk assessment process.

The Institution of Engineering and Technology (IET) is the trade body which represents practitioners of portable appliance testing and has recently published a fourth edition of its 'Code of Practice for In-service Inspection and Testing of Electrical Equipment'. There are a number of changes aimed at making the document simpler and easier to understand, including greater emphasis on taking a proportionate, risk-based approach to assessing the safety of electrical equipment and appliances. The new document is available to purchase from IET at a cost of £35.75 to members (£55 non members). See – http://electrical.theiet.org/books/e-books/cop-iitee.cfm

Change to Corporate Eyewear Scheme (CES)

The application of Display Screen Equipment (DSE) Regulations are contained in JSP 375 Volume 2. Leaflets 13 and 24 set out guidelines for personnel and employers.

Employees requiring spectacles under these regulations are currently reimbursed the costs. This is an expensive process and the Army is duty bound to ensure best value for money. 2012-DIN06-015 details the agreed Cross-Government scheme that TLBs are to follow where applicable (e.g. no SpecSavers outlets in Germany). It applies to both military and civilian personnel.

The cost of vouchers is to be met by individual unit/establishment budgets either by using a Government Procurement Card or MOD Form 5021 – http://defenceintranet.diiweb.r.mil.uk/DefenceIntranet/Library/CivilianAndJointService/BrowseDocumentCategories/SafEnvFire/Safety/HealthAndSafetyPolicy/Jsp375HealthSafetyForms.htm. CESO(A) sought clarification from LF Budgets who have stated that a focal point at Unit/Establishment level will need to hold the vouchers having obtained them via the budgetary chain. For military staff, the Medical Centre is a logical point to hold and dispense vouchers.

There are no changes to assessing personnel (e.g. DSE assessment), the distinct change is the use of a pre-paid voucher to cover the cost of both the eyesight test and if needed, DSE single vision lenses only. Personnel can upgrade to more expensive frames and lens options, but these additional costs are to be met by the individual.

Senior Army Range Safety Inspectors Bow Out!

The Army's two most senior independent range inspectors, Maj (Retd) Mike Noonan and Maj (Retd) Simon Pattinson, both retired at the end of March. They had a combined total of over 30 years experience in inspecting and advising on the safety of Army ranges around the UK and abroad. They were renowned for their vast knowledge, helpful attitudes and good humour. We extend our very best wishes to them both as they prepare for their new challenges.

Two new Inspectors, Lt Col (Retd) Will Paterson and Maj Retd) Tim Watts have now been appointed to fill the positions of RSIT (South) and RSIT (Centre) respectively.

Staff Changes at CESO(A)

Lt Col Ben Baldwin has been selected to fill a temporary staff appointment in Kabul. His successor as DCESO(A), Lt Col Richard Thorpe, will not be in post until late summer. We wish Ben well on his operational tour.

Lt Col (Retd) Morton Burdick, has taken over as the Chief of the Army's Range Safety Inspection Team. A new SO2 Safety Communications and Radiation has not yet been appointed. Any email traffic for SO2 Safety Communications and Radiation should be sent to LF-CESO(A)-&Mailbox.

WO1 Andy Howell has taken over as the Service Police Adviser to LAIT from Bret Stanford, who has been commissioned and posted to Germany. We wish them both well in their new appointments.

Mrs Angie Pidgeon has recently joined the team in AINC. As we welcome her, we've said sad farewells to Lynsey Jones and to Helen Hale, who between them have given over 18 years of excellence service to AINC. We wish them both well in their new appointments.

Distribution Changes

This Magazine is now despatched via Royal Mail and BFPO direct to units. If there are any issues over distribution please contact the Editor by e-mail stating the problem.

Comments?

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Get Home Safely

Everyone knows that there are lies, damn lies and statistics. But some statistics can carry very sombre warnings.

Over the last 12 months, a quarter of all the Army's road traffic accidents involving service personnel were off-duty pedestrians walking home after enjoying a night out. This is not confined to an individual's local area, where they probably have a good understanding of the traffic, but on occasions whilst away on exercise or overseas. Over the last 12 months, a quarter of all fatal road traffic accidents to personnel were off-duty.

CESO(A) is not suggesting that you wear a high-vis vest for your trip to the pub or a nightclub – although you've probably cracked it if it happens to be a Village People Night! What we ARE campaigning for is that you just STOP and THINK about getting home safely at the end of the evening.

- How are you are going to get home after that final pint or short? Make a plan – early in the evening!
- Keep enough money for a taxi in another pocket! Will the money cover you to your final destination? One fatality occurred when insufficient money for the fare only took the individual part-way home.
- Are you in a fit state to walk? Where are your friends? How are they getting home – can you share a taxi?
- If you are determined and sober enough to walk:
  - **Be seen.** Carry a small torch (mobile phone?) or flashing light to wear on your arm.
  - **Face oncoming traffic.** It's easier to avoid a vehicle if you can see it coming, and they'll see you better too, but stick to the pavement if it runs along just one side of the road.

Stay Safe – Take a Taxi

Free From Explosive (FFE) Violations

Highlighting the unacceptable number of FFE violations.

The Munitions Incident Database (MID) Cell, within DE&S, has been collecting details of FFE violations since 2004. During this time FFE violations have been found at regular intervals not just in 'empty' ammunition containers but also in vehicles returned to base depots, post operations or training exercises. Currently 200 to 300 FFE violations are discovered every year which come directly from Land units, both in the UK and overseas. Items found have included live L109 hand grenades, artillery natures and detonators.

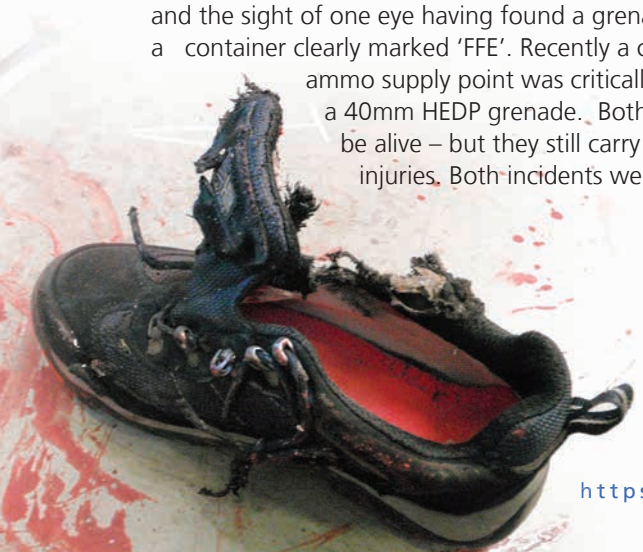
Why is FFE so Important?

Every violation is serious and has the potential to injure or kill. For example:

- The discovery of the item has meant that explosives have been transported on the public highway illegally and possibly as air cargo, without any indication that a hazard is onboard that mode of transport. If that transport was then to be involved in an accident, an FFE article could further endanger military personnel, the general public and the emergency services. In the case of an aircraft, it could possibly be lost, along with all those onboard.
- FFE violations endanger the depot or other staff (often civilian) who discover them, as there is the possibility that the item could function, causing damage and injury.
- Processing time is lost as every violation costs money to rectify. The item has to be identified, dealt with appropriately, moved to a safe place and disposed of. This process stops production, costing time and money.

Consequences

The consequences of FFE violations can be very serious. Since 2004, two civilians have been badly injured by FFE violations. In 2005, a civilian landfill worker lost two fingers and the sight of one eye having found a grenade fuse in a container clearly marked 'FFE'. Recently a civilian in an ammo supply point was critically injured by a 40mm HEDP grenade. Both are lucky to be alive – but they still carry life changing injuries. Both incidents were avoidable.



Real FFE Examples

The following are real examples of FFE Violations found at Defence Munitions Longtown.

Best Practice

- Follow the instructions in JSP 482 Chapter 27 and ensure they are set out in Unit SOPs. If any doubt exists contact you nearest available ammunition technical support.
- Have an organised and documented FFE system. Ensure that all containers or vehicle areas, once searched, are clearly marked or segregated as having been searched and certified.
- Always assume that a container or vehicle is NOT FFE. To assume otherwise could result in a violation.
- Assess the task and give your troops enough time to complete the detail. Some containers and areas within vehicles are harder to check than others. These will need special attention and these factors must be considered in the FFE process. If there are any doubts, conduct a further check.
- Try to undertake (if possible) FFE in an area suitable for this important task.
- Ensure that all soldiers are trained and competent to undertake this task, and properly supervised. It's tedious work – but is safety critical and diligence is essential.
- Ensure that correct certification is undertaken. Each certificate is a record of completion of an FFE process and must not be photocopied.

If procedures are followed correctly, FFE violations will not occur. Every single FFE violation is completely avoidable.

Water Wise

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Regrettably, training involving water has been either the cause of (or contributing factor to) a number of severe injuries (and even deaths) of service persons in recent years.

Oceans, rivers and waterways form vital components for developed civilisations. Many population centres are located on rivers and coasts, both of which act as obstacles and lines of communication. It is easy to see how future military operations are likely to be influenced by the freedoms and limitations imposed by water, and hence why it is important to train in, on and around waterways.

Unfortunately, water (particularly when using boats and crafts) also presents a hazardous environment, which can lead to any number of incidents ranging from drowning, hypothermia and exposure, through to sunburn, infections and diseases.

Before conducting any activities involving watermanship, it is imperative that appropriately trained and experienced people are involved with the planning and conduct of the activity. They will ensure that the activity is conducted in a safe manner and that the equipment used is appropriate, serviceable and available for use.

Image – © Army Cadet Force Association

Following these 10 'memory joggers' will ensure that the challenging and rewarding nature of conducting water based training can also be safe:

1. **Use the Correct Reference Material.**
   AGAI 18 (Safety Precautions in Training: The Hazards of Water) should be your first 'port of call' when conducting training on water. It contains the rules and regulations which you must adhere to so that your training remains safe. Other, special to arm pamphlets exist and should also be used in conjunction with AGAI 18 to tailor your training appropriately and safely. Together, these documents contain details ranging from requisite qualifications to detailed lifejacket requirement – and everything in between.

2. **Plan, Brief, Rehearse, Execute.**
   Water based training should be planned in advance, by qualified individuals (as per AGAI 18) who are all current and competent. Orders for the activity must be produced and properly disseminated as Standing Orders, Written Orders or Verbal Orders (delivered from a written brief). Safety staff must arrive early to set up and rehearse the activity, including emergency procedures before conducting the training as per the Orders. Any on-site amendments to facilitate the execution phase must be properly considered, formally recorded and in accordance with AGAI 18.

3. **Accident, Incidents and Failures.**
   All accidents, incidents and failures of equipment should be recorded and reported as per the direction contained in both AGAI 18 and the special to arms pamphlets. The timely and effective reporting of accidents will help to prevent further incidents of a similar nature, identify trends and therefore develop solutions, helping to protect others.

4. **People, People, People.**
   A full, accurate and up to date nominal roll of exercising troops should be held by the Water Safety Officer, compete with any details such as identification of weak swimmers. A full headcount should be conducted before and after every training serial to account for all personnel. Headcounts MUST also be conducted in the event of an incident or accident, such as a capsize or collision.

5. **International Rules for the Prevention of Collision at Sea (IRPCS).**
   Boat operators and water safety officers should all be familiar with these rules, prior to undertaking training on water. All exercising personnel should be briefed on the pertinent points for a given training serial.

6. **Duty of Care.**
   Whilst conducting training, it is important to keep a watchful eye on participating troops. Water based activities can be an uncomfortable experience for some – sea sickness, for example, may put additional strain on your safety systems and/or medical procedures, both of which will need to be managed accordingly – so that others are not put at risk.

7. **Maritime Weather Brief.**
   Passengers (particularly inexperienced passengers) must be briefed on the conditions which they are likely to experience whilst on the water. This is not limited to inclement weather, but also hot/sunny weather which could lead to conditions such as sunstroke in extreme circumstances.

8. **Spares Keep Training Going.**
   Spare sea safety equipment, as well as small tool kits to carry out low level repairs provide redundancy and ensure that training can continue in a safe manner without having to worry about amendments to water safety orders.

9. **Ear Defence.**
   Some craft (such as the Rigid Raider Mark 3) produce so much noise that all personnel are required to wear ear defence. These must be provided.

10. **Know the Limits.**
    All exercising troops should receive a brief on the operating limits (such as maximum speed, maximum loads and maximum category of water) and the key safety features of the craft to be used.

Article contributed by
Captain Adam Rollinson

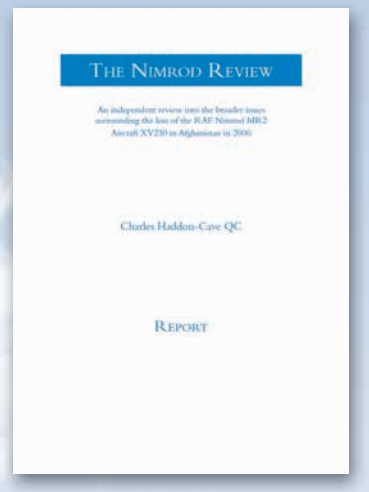
Duty Holding in the Army

Definition: "Duty Holding"
In this context, duty holding may be defined as any person or organisation holding a moral or legal obligation for safety.

Colonel Johnny Schute, CESO(A), sets out an important new approach to managing 'Risk to Life' (RtL) activities.

Background

Most readers will remember the tragedy of September 2006 when Nimrod XV230 crashed over Afghanistan with the loss of all 14 crew members. This horrendous accident generated one of the most comprehensive and thorough reviews of military aviation that has ever been undertaken.



Known as The Nimrod Review and authored by the eminent High Court judge, Sir Charles Haddon-Cave QC, the fundamental recommendation was the 'need to clearly identify, and mark out, the senior duty holders that have both the authority and legal responsibility with respect to the operation of military equipment'. He went on to say that 'Operators (users) must ensure the safe operation of the equipment, the safety of personnel operating or using the equipment and the safety of the activities which those personnel are required to undertake using the equipment'.

Image – © Crown copyright

The review struck a chord across Whitehall and after deliberation over some months PUS directed that one of the key recommendations of the review – the adoption of the duty holding concept – should be rolled out across Defence.

The aim of this short piece is to introduce you to the Army's plan for introducing Duty Holding and outline some of the key actions to implement it that will take place over the coming months.

What went wrong?

To understand the imperative behind introducing this concept it is important to understand what fundamentally went wrong and how that applies to what we do in the Army. The weaknesses emerged in two areas: equipment and organisation.

The first problem revolved around the weakness of the safety case that supported Nimrod; this was incomplete, out-of-date and poorly maintained. Within UK defence methodology safety cases are the foundation stone to safe activities involving equipment and we ignore them at our peril. It seems that complacency over an up to then safe platform had taken root.

Secondly, it seems evident that budgets and financial targets had displaced safety in the hierarchy of requirements when managing the Nimrod. Finally, it was plain that professional engineering advice was also in short supply – where it was most needed.

Organisationally, it was plain that the alignment between responsibility, authority and financial control had been lost. Letters of delegation, that seemingly encouraged the degradation of authority over safety issues, were endemic. High quality leadership was lacking and there was a 'deficit of simplicity' in safety processes. In fact it may be argued that 'process' replaced 'people' in applying safety. It is pretty evident to most of us that the current, constant and frenetic change culture that permeates Defence can mean that safety becomes vulnerable.

Continued...

High quality leadership was lacking and there was a 'deficit of simplicity' in safety processes

How are we going to fix it?

First we need some agreed principles because the read-across from the air to the land environment will demand a rather different approach. These are:

Activities-based. In contrast to other front line commands, duty holding in the Army will apply to activities, and not platforms. We recognise that, in the majority of cases, risk to life exists at the human-machine interface, but this is not exclusively so. This principle recognises that there will often be more than one duty holder monitoring the same activity.

Bounded. The remit of duty holding is bounded to only those activities that pose a risk to life. Any other activities fall under the normal duty of care exercised by the chain of command.

Focused. The safe conduct of activities is focused at three tiers:

- Senior Duty Holder (SDH).
- Operational Duty Holder (ODH).
- Delivery Duty Holder (DDH).

They act as the 'beacons' for risk to life issues. The three tiers reflect full command responsibilities (SDH), where influence lies (ODH) and where there is a 'finger touch' on these activities (DDH). Note, the duty holder chain purposely does NOT replicate the normal chain of command. This should encourage debate, discussion and, perhaps, introduce some 'creative tension' between the two chains to ensure that the 'difficult questions' are asked.

Identification of responsibility. Duty holders will receive powers through Letters of Authority issued by their superior duty holder. These will outline the role of the duty holder and will make clear the duty holder's unambiguous responsibility for conducting risk to life activities safely. This is not something that can be delegated.

Habitual. An operational commander will always be able to conduct an activity outside of accepted norms if the tactical situation warrants it. If conducting an activity outside of these norms becomes habitual the operational commander will consult with the duty holder who will, in turn, take advice. The duty holder will then issue, or withhold, dispensation with relevant control measures as he sees fit.

Elevation. The duty holder will be responsible for ensuring that risk to life is reduced to at least tolerable and 'As Low As Reasonably Practicable' (ALARP). Risks that cannot be managed ALARP at one level of duty holding, despite the implementation of all available controls, must be elevated to the next more senior duty holder. Duty holders will be empowered either to stop or to sanction activities on the basis of safety risks.

Advised. Duty holders must have sufficient staff within their commands with the knowledge, skills and experience (KSE) to provide advice. The same applies to Capability Directorates, as co-signatories to the safety cases, as it is the informed debate and discussion between these groupings that allows the duty holder to decide.

Image – © Crown copyright

In contrast to other front line commands, duty holding in the Army will apply to activities, not platforms

Recorded. All material, debates and discussions that are germane to how a decision is reached by a duty holder must be recorded and retained. This gives clarity to how decisions were reached and allows for audit at a later date.

The mission and its execution

We would see the mission for duty holders to conduct activities within their areas of responsibility safely, so far as is reasonably practicable, in order to protect our soldiers

To achieve this duty holders will need to identify these risk to life activities, monitor their conduct and be advised where necessary on their continued safe conduct. They will have to decide on appropriate control measures, issue dispensations where necessary and record all the debates that circulate around this work.

Clearly there will be a mass of detailed measures that will flow from this overarching intent. These will include the appointment of Delivery Duty Holders, issuing letters of authority, developing linkages with Capability Directorates and undergoing training suitable for the role.

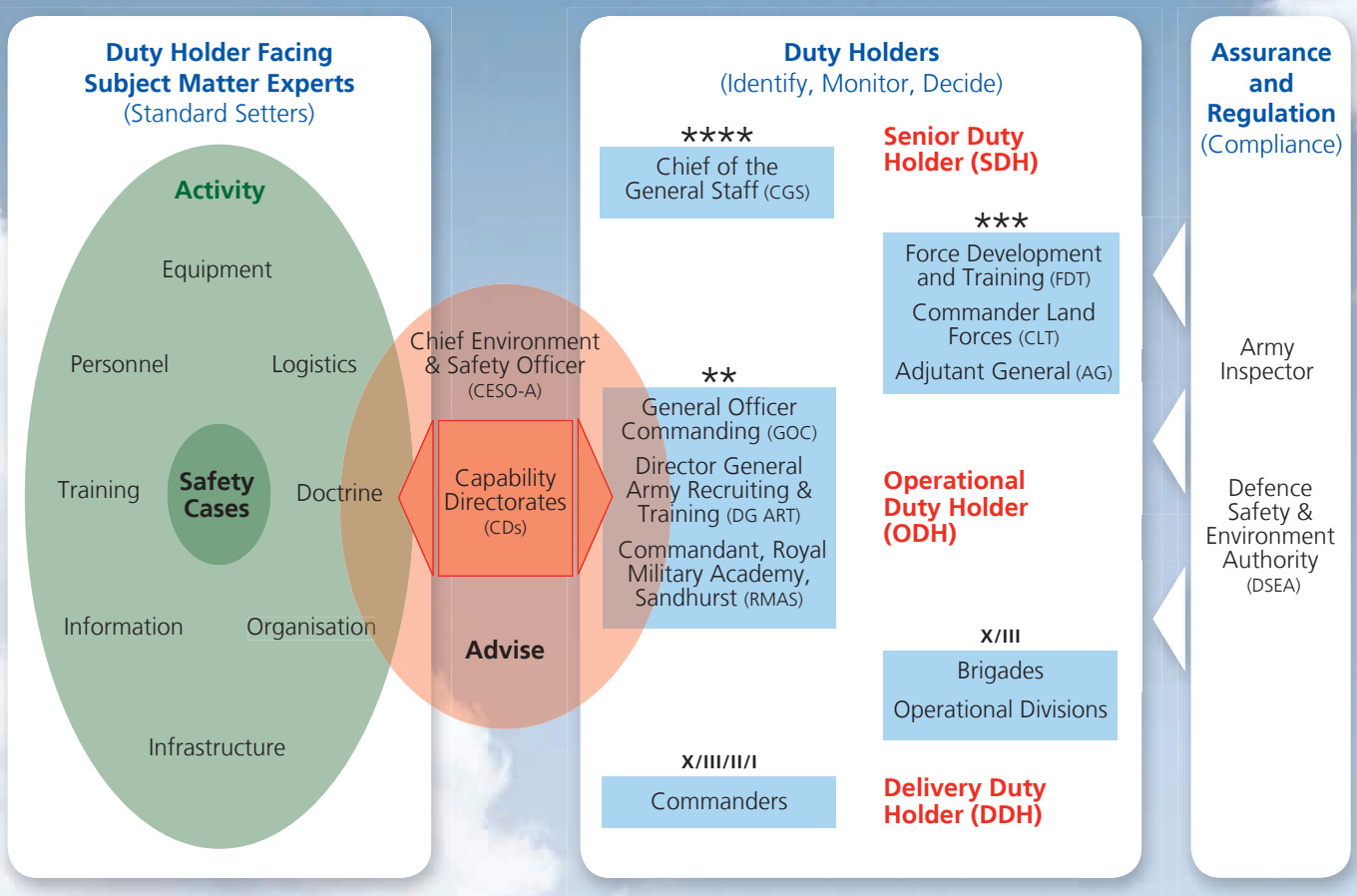
The Capability Directorates in their turn will have plenty to do, especially in providing advice on the underpinning equipment safety cases for which they become signatories. CESO(A) will manage the whole initiative and provide the secretariat. An outline schematic of how the process will work is shown on the following page.

What must we bear in mind?

This initiative is a major shift in culture and will need sensitive application. The centrality of the chain of command within the Army must not be degraded. There has been an extensive consultation process with those likely to become involved in duty holding to re-assure them of this. For this to work there is a requirement for personnel with the requisite knowledge, skills and experience to exist within both Capability Directorates and Command Staff to allow informed debate to occur over safety issues.

It must fit the Army 2020 structure – so the advent of this initiative is timely as the Army enters the upheaval of Army 2020. Simplicity is essential. Duty holders and their staff will require training for their new obligations. The duty holding model will need to be communicated widely and in an easily digestible format. The concept must be fully supported by professional engineering advice.

The Army Duty Holder Model



How are we going to communicate it?

Direction on the implementation of duty holding within the Army will take a number of forms, including an operation order that will be issued to the chain of command. We will also re-issue LFSO 3216 and this will include direction on duty holding. Directives from CLF, FDT and the Army Command Plan all reference duty holding in their annexes. We would also envisage road shows to key stakeholder HQs to reinforce the message.

What are the next steps?

We are at the very early stages of this work and we will need to do a lot more to implement the model fully. Clearly, defining risk to life is the first step and then to identify activities within the ODH areas of responsibility that constitute this. We have to work out who will be Delivery Duty Holders within each ODH chain and then assess how duty holders' obligations migrate, over time, from their current structures to the Army 2020 structures.

We will establish linkages between Capability Directorates, the duty holders they support and other TLBs to deal with cross-TLB duty holding issues. We also need a discrete duty holding governance structure to offer assurance for the concept. There is a fair bit of writing required, including drafting Letters of Authority within the duty holder chain and re-writing JSP 454 to accommodate operational dispensations in this new era.

The provision of quality advice is fundamental to what we seek. We must monitor the supply of KSE personnel within duty holding and capability directorates rigorously to ensure this. We hope to underpin the arrangement with the appointment of a professionally qualified Chief Engineer (Army) at OF5 level, working within DG LS&E, to support the new model.

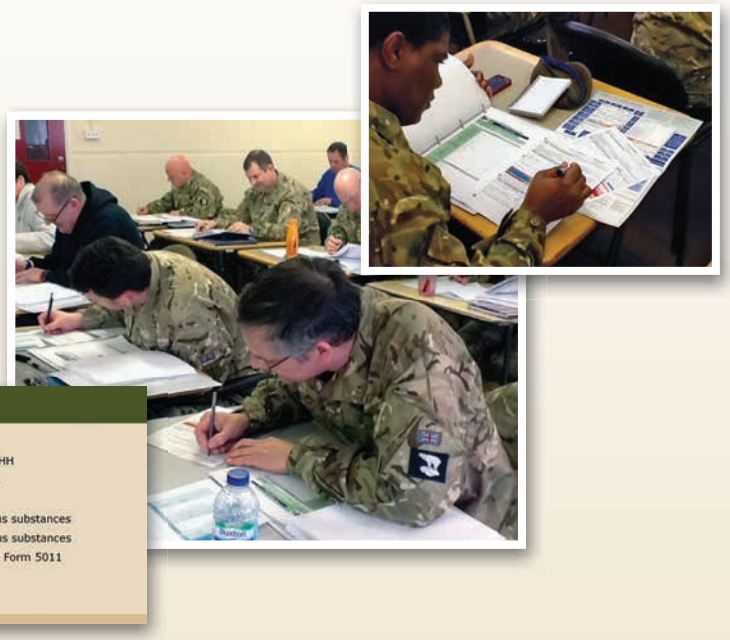
Finally we must generate and deliver a comprehensive training programme that covers all of those within the duty holder chain. This will include a variety of scenarios and vignettes that will illustrate what duty holding means in differing circumstances.

Conclusion

It must be emphasised that developing the model within the Army will be an iterative process and I doubt that it will be got right first time around – the Military Aviation Authority (MAA) is still refining its construct 3 years from inception.

Feedback and constructive criticism in the early years will be essential in developing a model that is fit for purpose and I urge you all to contribute your thoughts and ideas on how we can improve the product. However I truly believe that this initiative will usher in an era of enhanced assurance, without irksome additional staff effort, that will put us in a better place within the Army to prevent a tragedy similar to that which befell Nimrod XV230.

COSHH Train the Trainer Courses



Helping to de-mystify the COSHH Regs and MOD Form 5011.

This magazine regularly covers Control of Substances Hazardous to Health (COSHH) with the aim of highlighting the MOD's responsibilities as an employer under the COSHH Regulations and also clarifying how to manage and document COSHH risks, with reference to JSP 375 and MOD Form 5011.

Recognising that it can be relatively challenging for those charged with interpreting Safety Data Sheets and completing the newly revised MOD Form 5011, HQ Support Command and CESO(A) commissioned AMEC to develop and deliver a series of 'Train the Trainer' courses. These courses are aimed at ensuring that assessment skills are developed and that they are able to be cascaded to all Army personnel with responsibilities for COSHH.

The one day course involves running through use of Form 5011 with practical, real world examples of COSHH substances in the Army environment. Course delegates then leave the course with the knowledge and a training support pack which then enables them to run their own COSHH courses in their units.

Courses have been delivered / are scheduled as follows:

- **HQ 49(E) Bde, Chetwynd Bks, Chilwell** – delivered 20 Feb 13.
- **51 Bde, Forthside Bks, Stirling** – delivered 25 Feb 13.
- **143 WM Bde, Copthorne Bks, Shrewsbury** – delivered 26 Feb 13.
- **HQ 42 (NW) Bde, Fulwood Bks, Preston** – delivered 13 Mar 13.
- **38 Bde, Palace Barracks, Holywood** – delivered 18 Apr and 09 May 13.
- **Bn HQ 6 Rifles, Wyvern Barracks, Exeter** – scheduled for 6 Jun 13.
- **HQ 160 (Wales) Bde, The Barracks, Brecon** – scheduled for 12 Jun and 10 Jul 13.
- **Sennelager, Germany** – scheduled for 25 Jun 13.

Initial feedback has been very positive, for example:

"Great to go through the form".

"I understand the COSHH Assessment process much better".

"Learned how to fill in the MOD Form 5011".

"My unit is in the process of reviewing COSHH Assessments – this course has enhanced my current knowledge".

"Great group discussions".

In relation to the latest version of MOD Form 5011 (Sep 12), several course delegates have been critical of its new format and the level of detailed scrutiny required to properly complete it. These comments are being passed on by CESO(A) to MOD's DSEA Corporate Assurance Team for future consideration. This said, the form is designed expressly to enable MOD to fulfil its obligations under the COSHH Regs. Personnel should seek further advice from their local SHE advisor, if required.

Quick Start Guide to Form 5011

CESO(A)'s newly revised 'Quick Start Guide to Completing MOD Form 5011' is available via the Army Safety web pages on ArmyNET:
https://www.armynet.mod.uk/club/navigate2.php?pageID=87228

And via the CESO(A) intranet page:
http://defenceintranet.diif.r.mil.uk/Organisations/Orgs/Army/Organisations/Orgs/clf/Organisations/Orgs/coslf/Organisations/Orgs/CESOA/Pages/CESOAHome.aspx

Grateful thanks to Sgt M S James, Learning Technologies Manager and SHE Advisor at Defence Movements School for his assistance in revising this publication.

New Form 510 – Quick Start Guide

As mentioned in News in Brief, the Army Incident Notification Cell (AINC) has introduced an Excel version of its accident reporting form – MOD Form 510. It has been designed to enable electronic uploading of information and thereby save duplication of effort in the subsequent inputting of data to the main AINC accident database.

It is possible that Form 510 may be refined further, but the latest edition will always be available via the CESO(A) site on the Defence Intranet, under 'Related Documents': http://defenceintranet.diif.r.mil.uk/Organisations/Orgs/Army/Organisations/Orgs/clf/Organisations/Orgs/coslf/Organisations/Orgs/CESOA/Pages/AINC.aspx

Once complete it should be sent to AINC using the e-mail address shown in red text in the header box of the Form 510 (see below).

1 Incident Title may be left blank for AINC to complete

Tick boxes as appropriate

2 Section 1 to be completed in full – areas marked with an * are mandatory and the form should not be sent until complete

Drop down boxes will appear as appropriate to the selection made in Service, i.e. Military, Civilian, etc.

3 Overseas units should enter BFPO No.

4 Home address if non MOD

5 Contractor's / PFI Name

6 Section 2 also to be completed in full – areas marked with an * are mandatory and the form should not be sent until complete

Again, drop down boxes will appear as appropriate to the selection made in Service, i.e. Military, Civilian, etc.

PROTECT-STAFF (When Complete)

Accident Reporting Form 510

AINC Caveat: Units are required to complete Form 510 and forward to AINC without delay This applies in particular to accidents involving Death, Major Injuries, Dangerous Occurrences and Serious Failure of Land Systems Equipment. Form 510 should not be delayed for lack of full information
(LF-CESO(A)-&AINC-mailbox (MULTIUSER)/LF-CESO(A)-&AINC-mailbox@mod.uk)

Incident Title:							
TYPE OF INCIDENT: Tick boxes as required							*(* Shows Required Fields)*
Death	☐	Occupational Health	☐	Land Systems Equipment	☐	Range Incursion	☐
Injury	☑	Occupational Disease	☐	Ammunition/Explosives	☐	Near Miss	☐
Environmental	☑	Dangerous Occurrence	☐	Enforcement Action	☐	Fire	☐

SECTION 1: DETAILS OF INJURED PERSON / OCCUPATIONAL ILLNESS

Surname:*	SMITH	Forenames:	IAN	Service/Staff No:	12345678
Date of Birth:	26/02/1975	Duty:	On Duty	Gender:	Male
Service:*	Military	Sub Division:	Regular Army	Grade/Rank/Rate:	Corporal
Corps:	Infantry	Establishment/Unit Name:	16 LOAMSHIRE REGIMENT	UIN:	A1234A
Work Address:	Line 1	OLD BARRACKS		Contact Number:	94331 2567
	Line 2	MAIN HIGHWAY		Email Address:	N/A
	Line 3				
	Town/City	LARKHILL			
	County	WILTSHIRE			
	Post Code	SP3 2AE			
	Country	United Kingdom of Great Britain and Northern Ireland			
Home Address: (if applicable)	Line 1				
	Line 2				
	Line 3				
	Town/City				
	County				
	Post Code				
	Country				
Employers Name (if not MOD):					
Tick box if more than one casualty:	☐	Note: Reporting Person to provide additional form 510 for each casualty involved			

SECTION 2: DETAILS OF REPORTING PERSON

Surname:*	JONES	Forenames:	JOHN	Service/Staff No:	123456789
Date of Report:	14/04/2013				
Service:*	Military	Sub Division:	Regular Army	Grade/Rank/Rate:	Warrant Officer Class 2
Establishment / Unit Name:	16 LOAMSHIRE REGIMENT				
Establishment / Unit Address:	OLD BARRACKS, MAIN HIGHWAY, LARKHILL WILTSHIRE, SP3 2AE				
Contact Number:*	01980 382345	Mil Tel:*	94331 2345	Email:	john.jones679@mod.uk
Signature of Reporting Person:		**Signature of Injured Person:**		Consent to disclosure to TU/Staff safety reps	☐

Section 1

Section 2

7 Sign electronically, or on hard copy if posted or faxed

8 Incident date in dd/mm/yyyy

9 Time in HHMM (with no colon separator between HH and MM)

10 Select principle condition and body part affected from the from the drop-down menus

11 Select one option only in each of these fields

Section 3

SECTION 3: ABOUT THE INCIDENT / ACCIDENT					
Incident Date:*	13/04/2013	Incident Time (Local Time):	1245		
Incident Location (Place):	SALISBURY PLAIN	Location UIN:	NK	Grid Ref:if known:	
Incident Location Unit / Establishment:		Dept:		Building:	
Principle Condition:	Crush	Body Part Affected:	LEG		
Where Incident Involves Fall from Height (Tick box):	☐	Height of Fall in Metres (if applicable):			
Given Professional Medical Treatment by Med Facility Staff:	☑	Given First Aid Treatment:	☑		
Taken to Hospital:	☑	Hospital Name:	SALISBURY GENERAL		
Hospitalised (or Confined to Bed) for 24 hours or more):	☑				

If restricted or unable to continue duties, indicate time lost or antipacted loss:		Work Restrictions:	
N/A:	○	N/A:	○
3 Days or Less:	○	Able to Continue Normal Duties:	○
Between 3 and 7 Days:	○	Unable to Continue Duties:	◉
More than 7 Days:	◉	Restricted to Light Duties:	○

Summary of Incident / Accident:	
How:*	Cpl Smith was conducting a training period on the FLT over rough terrain. During the training period a reversing FLT caught Cpl Smith, knocking him to the ground. The FLT continued to reverse causing the crush injury.
What:*	Cpl Smith received crush injuries to his lower right leg during a manouvre training period using MHE.
Why:*	The dedicated banksman was distracted and did not see Cpl Smith enter the area of reversing. A FULL Learning Account will be submitted following investigation. The LAIT were called to investigate.

12 How did the accident happen?

Were there any additional factors that led to the accident?

13 What happened?

As much detail as possible and what could have been done to avoid this?

Was the equipment you were using a factor in the cause? – note that the equipment section also needs to be completed

14 Why did this accident happen?

Were the correct procedures being followed?

Was a risk assessment produced for the activity?

What was the level of supervision at the time?

What other factors affected the activity – weather, fatigue, lack of knowledge of the equipment, etc?

Section 4

SECTION 4:			
On Operations:	☐	Operation Name (e.g. HERRICK):	
Exercise:	☑	Exercise Name (e.g. Exercise UK):	EXERCISE LADEN TRUCK
Training:	☑	Training Type (e.g. OPTAG, POT etc.):	REGIMENTAL TRAINING
Ranges:	☐	Range Name and Serial Number:	
Normal Duties:	☐		
Off Duty Activity:	☐		
Other:	☐		

Section 5

SECTION 5:				
Equipment Type (eg: Warrior, Small Arms, Munitions):	FORK LIFT - FLRT			
Equipment Type:	Other			
Equipment Serial / VRN:		Caused By:	Damage / Failure	
SEFIT Involved:	☐	SEFIT Ref Number (if applicable):		
Summary of Equipment Failure:				

Note: AINC Provides Statutory Reporting to Regulatory Bodies on Behalf of Units

15 Select the relevant tick box and complete the exercise/ operational details

16 Enter as much detail as possible

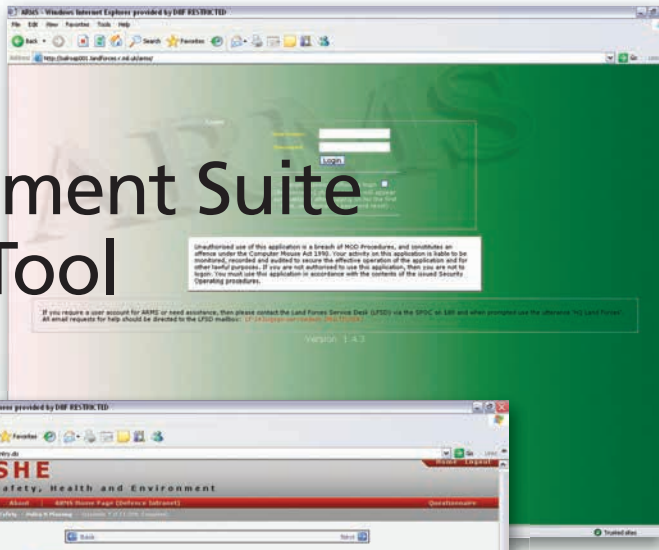
17 Record whether SEFIT have been informed or not

18 Drop-down selection

19 Select Damage or Failure

20 Provide a summary of the equipment failure

Army Reporting Management Suite (ARMS) – New Auditing Tool

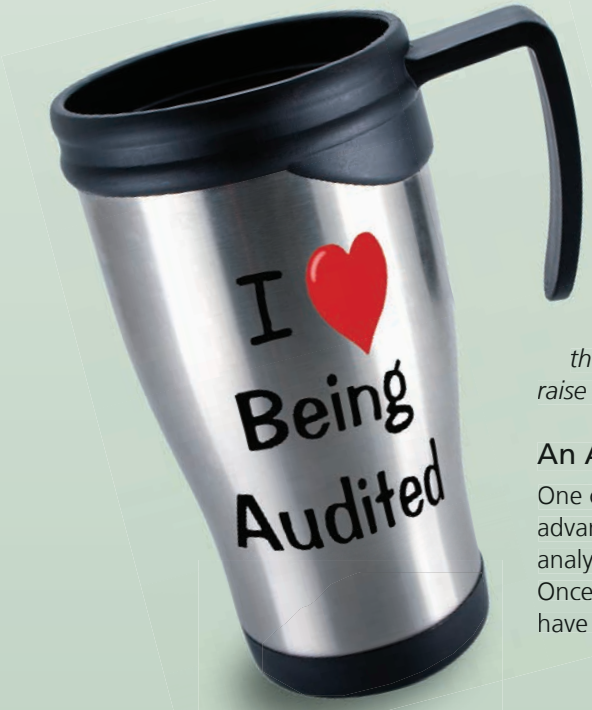


What is ARMS – and what does it mean for us?

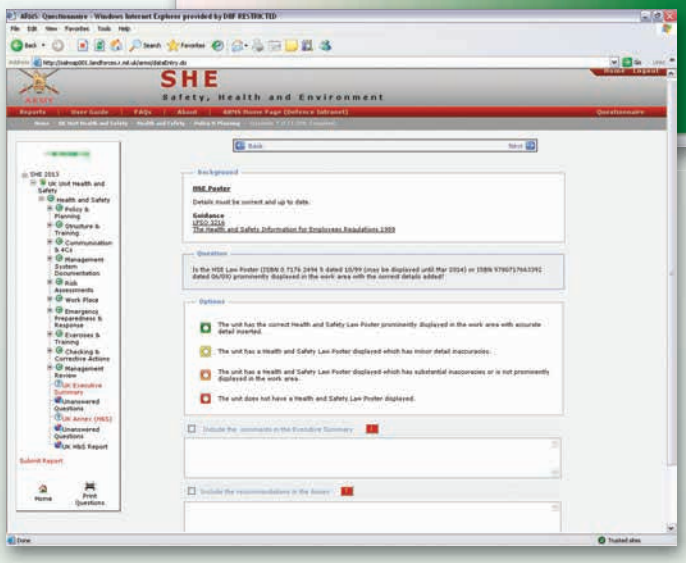
Simply put it's a computer programme on which we can run our own audit question sets. It is attached to a large database where all the information is stored. It can be accessed from DII(F) and most other systems currently in use. However, it is entirely separate from MOSS and CESO(A) is now using it for SHE auditing.

Fairness and Consistency

Because the questions are stored centrally in a secure environment they can only be altered by nominated people in CESO(A). Each question has to be answered by selecting one of (usually) four options that best describe how the unit has faired. This means there is a far greater degree of consistency on what is asked and how it is marked. This in turn makes comparisons between units more meaningful and less influenced by subjective views.



The Trial



British Forces Germany have been trialling SHE auditing on the ARMS system for the past year or so and have been impressed with the system. This is what Colonel Steve Owen had to say about it:

"From an auditor's point of view it's really easy and intuitive to use. It builds up the results as you go along, with each answer 'saved' as it's entered, although corrections can always be made later. As units know what is to be asked they can prepare their evidence. Much of that is on-line so auditors can actually look at some stuff, such as statements, minutes of meetings, Standing Orders, etc. before they arrive, thus easing the pressure on the audit day. After completion, units get the results straight away and can then agree the improvement plan. Across Germany the system has been welcomed by the 26 major units which have taken part in the trial. It has, for the first time, given the chain of command a clear vision of safely and environmental systems compliance against a common standard, allowing them to target improvements and raise their level of force protection".

An Analytical Tool

One of the most significant advantages of the ARMS system is the analytical tool which is bolted onto it. Once a reasonable number of audits have been conducted and the results loaded onto the database this will help us to recognise our strengths and weaknesses and allow us to identify those areas we need to target to improve.

Will everyone be able to see my audit results?

No, don't worry, your dirty linen will not be aired in public for all to see! We use a series of 'permissions' to allow access to this information on a hierarchical basis. So, yes, we at CESO(A) will be able to look at everyone's reports – but formation HQs will only be able to access their OPCOM units. So your sparkling performance (or lack of it!) will only be known by your immediate chain of command – and CESO(A)!

Keep it in Perspective

Please remember what it's all about. We are not really interested in minor slips, trips and falls but we do get concerned if our troops fail to make it to the front line fit to fight through totally avoidable and unnecessary accidents. We are in the business of 'Force Protection' and that is how you must look at it.

Metering Matters

With the cost of utilities rising year on year, MOD has requested that prime contractors and partners help to identify ways to make savings and meet energy targets.

Marne Barracks, home to 5th Regiment Royal Artillery and 1st Battalion the Mercian Regiment (Cheshire), has managed to achieve both of these, with metering and monitoring being at the heart of the approach.
It didn't happen overnight and it did require some upfront investment, but it did lead to a dramatic change in consumption and estimated savings of £500,000 per annum!

How Did it Start?

Confirmation that there was an issue and the scale of it came through implementation of EMSAS, the Army Environmental Management System. By following the simple tasks set out within EMSAS, data on water consumption was obtained and compared with the basic benchmarks provided.

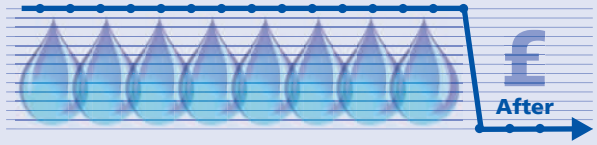
The figures for the Barracks were about 20% higher overall than the benchmark, so further action was taken. More detailed data was obtained which showed that the SLAM accommodation should be the focus, as consumption figures for these blocks were even higher. Investigations revealed that hard water issues were affecting the installed toilets by building up limescale in the flushing systems, causing them to constantly pass water!

Tap into Expertise

The issue with leakage and consumption figures were passed to the local DIO Site Estate Team Leader (SETL) reps and to DIO Land Infra for further investigation. DIO AQUA visited and arranged for accurate data to be provided by Project Aquatrine. There was a site meeting to discuss issues and carry out a cost-benefit analysis.

Flushed with Success

Analysis demonstrated that through expenditure of approximately £50,000 (largely on new toilets) water savings of around £500,000 per annum were achievable and are now being delivered, as demonstrated below:



	Per Day m³	Cost £ / m³	Daily £	Annually £
Before Remediation	384	4.13	1,585.92	578,861.00
After Remediation	3.12	4.13	12.89	4,703.00
Average Projected Savings	**381**	**4.13**	**1,573.03**	**574,158.00**

The unit now reads all water (and other utilities – electric and gas) meters and records both consumption and cost data in a graphical format. This allows unusual or excessive consumption to be identified at a local level and appropriate action taken.

Lessons from Marne

Station USEA WO2 Peter Short offers the following practical approach:

Read Meters

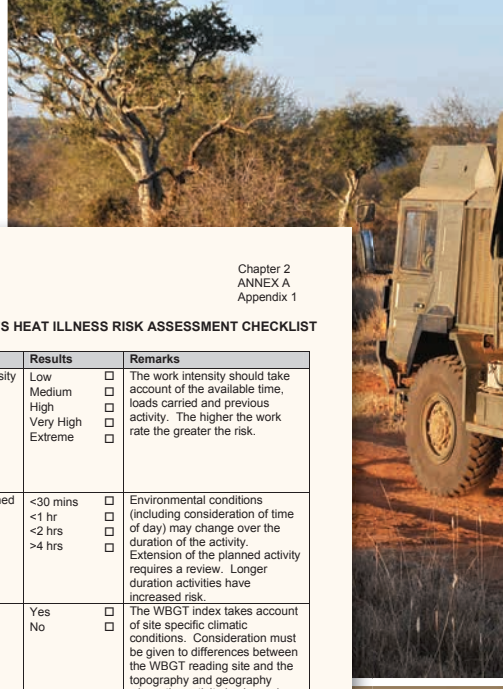
- Read meters monthly, preferably on the same day each month.
- Authority to enter plant rooms (and read meters) will be required from the Maintenance Management Organisation (MMO) and DIO Site Estate Team Leaders (SETLs).
- Coaching will be required in meter reading to ensure accurate, comparable data.
- Speak to your local SETL and MMO they will help you identify all meters and will provide advice and training on reading the different types.

Record Data

- Use EMSAS and check your consumption against the benchmarks.
- Money matters and converting consumption data into £'s can make it more meaningful. For example: 1 litre = X p, or 100 kWh = Y p.
- Pictures speak louder than words so use graphs to support the numerical data to show trends and annual performance.

Report and Reduce

- Identify areas of high(er) consumption.
- Access available expertise – SETL / DIO.
- Accept that action from other parties won't happen overnight, so engage early.
- Use data to manage both behavioural change and identify where expenditure is needed.



Heat Illness
JSP 539 Update

After what seemed like a long and miserable winter we now find ourselves occasionally enjoying the feeling of sun on our faces.

With the warmer temperatures and sunnier days come different risks, especially when undertaking strenuous physical exercise or spending long periods in the sun.

'JSP 539 Climatic Illness and Injuries in the Armed Forces: Force Protection and Initial Medical Treatment, Version 2.1' was published in November 2012 and provides some excellent guidance to Commanders in managing heat related injuries. This article seeks to commend this publication and introduce a number of key points. However, the JSP does need to be understood as a whole.

Commander's Heat Illness Risk Assessment Checklist

The Commanders' Heat Illness Risk Assessment Checklist (see above right) is an easily understood checklist with prompts for nine risk factors to include as part of the risk assessment. The checklist format enables Commanders to record their review of these factors.

We need to risk assess all of our work activities. It is therefore suggested that the Commanders' Checklist provides an excellent aide memoire to support the completion of JSP 375 leaflet 39 risk assessment.

Personal Risk Factors

We have a responsibility to ourselves, as well as to those for whom we have management or supervisory responsibility. As such, the 12 personal risk factors in JSP 539 are useful points when considering the risk for those under our supervision, but equally importantly, when assessing and managing ourselves:

- Being overweight.
- Lack of physical fitness.
- Lack of sleep.
- Smoking (not ex smokers).
- Alcohol intake within the past 48 hours.
- Concurrent mild illness (e.g. diarrhoea, common cold, fever).
- Dehydration.
- Medication or illegal drugs (e.g. antihistamines, 'ecstasy').
- Poor nutritional status.
- Air travel within the past 24 hours.
- Un-acclimatised personnel.
- Evidence of previous heat illness.

Some of these risk factors may be unavoidable in certain training and operational scenarios, e.g. lack of sleep. However, there is little excuse for lack of physical fitness, significant alcohol intake before a planned physical event, or the use of illegal drugs. We also need to be attentive to changing personal factors throughout any physical activity, e.g. water intake (not too much or too little!), nutritional needs and mild illness.

JSP 539 Chapter 2 ANNEX A Appendix 1

ANNEX 2A APPENDIX 1 - COMMANDER'S HEAT ILLNESS RISK ASSESSMENT CHECKLIST

Ser	Risk Factor	Question	Results	Remarks
1	Activity (Work rate) - see JSP 539 Table 2A-1 ***Ensure all personnel are rested and recovered.***	What is the intensity of activity?	Low ☐ Medium ☐ High ☐ Very High ☐ Extreme ☐	The work intensity should take account of the available time, loads carried and previous activity. The higher the work rate the greater the risk.
2	Duration of activity	What is the planned duration of the activity?	<30 mins ☐ <1 hr ☐ <2 hrs ☐ >4 hrs ☐	Environmental conditions (including consideration of time of day) may change over the duration of the activity. Extension of the planned activity requires a review. Longer duration activities have increased risk.
3	Environmental conditions - see JSP 539 Table 2A-1 ***Establish WBGT index for the personnel undertaking the task.***	Does the WBGT index exceed the advised value?	Yes ☐ No ☐	The WBGT index takes account of site specific climatic conditions. Consideration must be given to differences between the WBGT reading site and the topography and geography where the activity is planned.
4	Dress for activity	Is PPE or equipment that may significantly reduce heat loss being worn or used?	Yes ☐ No ☐	Can the dress state be modified to prevent heat gain and improve heat loss? Where this is not possible then the WBGT index should be reduced by 5 °C.
5	Individual Risk Factors	Are any of the participants in the activity subject to the individual risk factors detailed in JSP 539 Para 209?	Yes ☐ No ☐	Consider these risk factors on an individual basis and across the group as a whole.
6	Preparatory education	Are participants sufficiently briefed on heat illness?	Yes ☐ No ☐	Knowledge of risk factors, signs and symptoms will encourage early identification.
7	Water intake – see JSP 539 Annex 2B	Has sufficient drinking water been planned for?	Yes ☐ No ☐	Dehydration can occur rapidly and will increase the risk of heat illness.
8	Acclimatisation - see JSP 539 Table 2A-1 and Annex 2C	Are the participants acclimatised?	Yes ☐ No ☐ Mixed ☐	Un-acclimatised participants are at greater risk.
9	Casualty response	Is there adequate medical support and a robust evacuation plan for the activity?	Yes ☐ No ☐	Time is critical in the response to heat illness.

2A1-1

Version 2.1 Updated Nov 12

What Else?

JSP 539 also outlines the following important aspects:

- **Taking on the right amount water** – Annex 2A, paragraphs 2A8 and 2A9 and table 2B.1.
- **Monitoring the Wet Bulb Globe Thermometer (WBGT) index** – Annex 2A Appendix 2.
- **Managing the acclimatisation process** – Annex 2C.

JSP 539 is accessible via this link: http://defenceintranet.diif.r.mil.uk/Reference/DINsJSPs/PagesJSP539ClimaticInjuriesintheArmedForcesPreventionandTreatment.aspx

In summary, the Commanders and their safety practitioners should be aware of the revised JSP and review the useful guidance within it. Alongside that, everybody has a responsibility to manage themselves and to reduce their personal risks. This could form the basis of a safety focused communication / briefing.

Make 2013 a Sunburn Free Year

Sunburn is not a good look!

Getting a painful sunburn just once every two years can triple the risk of the most serious types of skin cancer.

There are almost 100,000 cases of skin cancer diagnosed each year in the UK. It is the most common cause of cancer.

Cancer Research UK is running a Safe Sun campaign which has lots of free and downloadable resources. Why not use these to support awareness raising?

http://publications.cancerresearchuk.org/preventionhealthylifestyles/preventionsun

Source: Cancer Research UK

Excellence Award for Waste Performance!

Army sustainable waste programme gains international recognition after winning one of the Jacobs Regional Performance Excellence Awards for project achievements.

Colonel Mark Underhill OBE – ACOS Sp, Sp Comd is pictured above receiving the award on behalf of the former 4th Division, along with from left to right: John Downer – Division Director in Jacobs' Sustainable Solutions Business and 4 Div Waste Advisor (in 2005); Tony Beauchamp, SO1 SHE&SD Sp Comd; Mrs Helen Sheridan, SO2 SD CESO(A); Ms Kim Burridge, Jacobs' Waste Advisor for 4 Div (2007-2011); and Ms Janet Holland, SO2 SHE&SD Training Sp Comd.

4th Division (4 Div), which disbanded in Jan 12, was ranked alongside the US Army and NASA as one of the 2012 winners of the award taken from projects submitted from Jacobs' worldwide network of 200 offices in 25 countries.

The award was for 4 Div's Waste Adviser Programme which ran from 2004 to 2011. The seven year programme was completed without a single incident or injury. It delivered £1 million in direct cash savings for the Army and reduced carbon emissions by an estimated 4,600 tonnes.

In 2004, 4 Div had the foresight to recognise the potential environmental risks and rising costs posed by waste management. It was the first to take the initiative to permanently second an industry waste management expert to work with its Log Sp Branch. They recognised the value of bringing expert advice in-house; on call to respond quickly and share the latest industry experience.

The new post helped support the 4 Div Log Sp Branch to develop procedures to meet existing and anticipated legal responsibilities for waste. This was at a period of emerging and increasingly complex waste legislation. The waste advisor provided regular briefings on new legislation and also specialist waste auditing skills to support the SHE team.

The Waste Advisor conducted the division's first detailed waste audit to establish baseline performance and identify how to most effectively meet waste targets. This indicated that 99% of waste was being 'landfilled' and that there was considerable opportunity to boost recycling rates and make significant savings by avoiding landfill tax. With the aid of a bespoke waste database developed by Jacobs, the division was able to track and report its improving performance to demonstrate that it was meeting MOD targets to recycle 40% of its waste and to reduce overall waste arisings year–on-year.

Seven year programme completed without a single incident or injury

£1 million in direct cash savings

Estimated 4,600 tonnes reduction in carbon emissions

Reader Feedback

Kia Ora from Auckland

Mr Spencer G Jones (Jonah) the Logistics Manager for the Combat Service Support Company (North) in the New Zealand Defence Force (NZDF) e-mailed in to say that he had recently left the British Army after 29 years service and Joined the NZDF as a Civil Servant.

He wrote: "My question is regarding the excellent Army Safety & Environment Matters Magazine which I have read and used for many years. Is it possible to get this in pdf format as my contact in Germany who posted me copies has also left the Army."

Jonah, thanks for getting in touch. We're delighted to learn that the Army Safety Magazine now has a following in the New Zealand Defence Force! We have included you on our 'earlybird' electronic distribution for future editions.

You will also see that CESO(A) does have a site on ArmyNet. From the black navigation bar at the top of the Home page, select 'Training' and then 'Army Safety' in the dropdowns – or alternatively, click this link (requires an ArmyNET log-in): **https://www.armynet.mod.uk/club/navigate2.php?search_term=army+safety&pageID=87204**

Furthermore, a 'flipping book' version of back issues is availavble via this link: **https://www.armysecure.mod.uk/open/armysafety/** which does not require an ArmyNET account.

Winners of the Aeroglow 'Gizzits' RODET Egress Competition

The green coloured escape handles were correctly identified by:

- WO2 Mike Pressegh, 75 Engr Regt, Warrington.
- Maj Martin Chohan, HQ LONDIST.
- Cpl Stevo Stephens, 6HQ &Sp Sqn, 22 Engr Regt, Perham Down.

Ed: Thank you all for your interest and supportive comments.

Rant or Rave?

Keep in touch. Tell us if there are any specific Army safety topics that you feel would be helpful:

Phone
Mil: 9 4391 2218
Civ: 01264 38 2218

E-mail
LF-CESOA-Mailbox@mod.uk

Post
The Editor, Army Safety Magazine, CESO(A), IDL 420, Ramillies Building, Marlborough Lines, Monxton Road, Andover, Hampshire SP11 8HJ.

Quick Check Phone List

To convert the following Mil numbers to Civ, dial 01264 38 and then add the last 4 digits.
For Extensions beginning with a 7, the outside line number is 01264 381 + the last 3 digits.

CESO(A)	
CESO(A) – Col Johnny Schute	9 4391 2655
SO1 Trg – Lt Col Richard Thorpe	9 4391 7006
SO1 H&S – Mrs Amanda Tyler	9 4391 2197
SO1 EP – Mr William Barker-Wyatt	9 4391 2094
SO2 Sustainable Dev – Mrs Helen Sheridan	9 4391 1434
SO1 Audit – Lt Col (Retd) Ian Tennent	9 4391 2096
SO1 Safety Performance – Mr Ian Groom	9 4391 3978
SO2 Lessons – Mr Peter Brayford	9 4391 2066
SO2 Rad / Safety Coms – Vacant	9 4391 2218
SO3 iHub – Christina Stacey	9 4391 2064
Safety Administrator – Claire Bithrey	9 4391 7261
CESO FAX	9 4391 2217
RSIT(A)	
Ch RSIT(A) – Lt Col (Retd) Morton Burdick	9 4391 7252
AO RSIT(A) – Vacant	9 4391 2042
RSIT FAX	9 4391 2217

AINC	
AINC DUTY NUMBER	9 4391 2055
OIC AINC – Maj (Retd) Trevor Johnson	9 4391 2212
SO3 AINC – Mrs Tara Fullerton	9 4391 2214
AINC FAX	9 4391 2059
LAIT	
Ch LAIT – Col (Retd) Billy Bowles	9 4391 2208
SO1(A) – Lt Col (Retd) Roger Fellowes	9 4391 2045
SO1(B) – Lt Col (Retd) Ranald Blue	9 4391 2044
SO1(C) – Lt Col (Retd) Ian Burton	9 4391 3080
SO3 PD – Capt John Dunn APTC	9 4391 2194
WO1 (MD) – Tony Birchnall	9 4391 2202
WO1 (SIB) – Andy Howell	9 4391 2204
SO3 CM – Mrs Bev Short	9 4391 2950
Clerk – Vacant	9 4391 2205
LAIT 24hr DUTY NUMBER	9 4391 2206
LAIT FAX	9 4391 2210

Status of JSPs Useful to H&S Practitioners

Here's an updated guide to the status of some of the JSPs that are most often used by Army safety and environment staff. The full title and the latest version or update is also included.

Joint Service Publications (JSP) Index – http://defenceintranet.diif.r.mil.uk/Reference/DINsJSPs/Pages/JSPIndex.aspx

JSP 317	**Safety Regulations for the Storage and Handling of Fuels & Lubricants**. 5th Edition, Amdt 1.
JSP 319	**Safety Regulations for the Storage and Handling of LPGs & Gases**. 3rd Edition, Amdt 6.
JSP 375	**MOD Health and Safety Handbook**. Vol 1 – Intro to H&S and staff guidance. Rev Jan 2010. Vol 2 – Leaflets 1 – 40. Vol 2 – Leaflets 41 – 60. Vol 3 – Managing Risks on MOD Property. (Higher risk activities by contractors.) 2011. Vol 4 – SHE Audit Manual. Jan 2010.
JSP 390	**Military Laser Safety**. Vol 2Leaflet 34, Oct 2012.
JSP 392	**Radiation Safety Handbook**. Revised Aug 2010.
JSP 403	**Handbook of Defence Land Ranges**. Vol 1 Edition, Updated 2 Oct 2012.
JSP 418	**MOD Corporate Environmental Protection Manual**. Leaflet Updated 2012 Oct.
JSP 419	**Joint Services Adventurous Training Scheme**. Updated Nov 2012.
JSP 426	**MOD Fire Safety Manual**. Updated Mar 2013 Oct. Vol 1 – MOD Fire Risk Management. Vol 2 – Fire Safety Regulation Leaflets.
JSP 437	**Personal Protective Equipment Catalogue**. Issue 6, Mar 2011.
JSP 454	**Land Systems Safety & Environmental Assurance**. Issue 5, Jun 2009 Amdt 1 Jul 2010. Part 1 Policy and Part 2 Guidance Leaflets.
JSP 481	**General Service Vehicle Familiarisation Package**. 1st Edition, Amdt 1 03/03.
JSP 485	**Defence Annual Road Safety Report**. 2009 Edition.
JSP 535	**Cadet Training Safety Precautions**. Apr 2011 Edition. Part 1 Immediate Actions, Part 2 Training Safety.
JSP 539	**Climatic Illness and Injuries in the Armed Forces Prevention and Treatment**. Vers 2, 2012.
JSP 569	**Working at Height PPE**. Dec 2006.
JSP 581	**User Guide to White Fleet Management**. Jun 2008.
JSP 800	**Defence Movement and Transport Regulations**. 5th Edition, Mar 2012. Vol 2 – Passenger Travel Instructions. 5th Edition, Jul 2011. (Covers JSPs 356 and 327.) Vol 4a – Transport of Dangerous Goods by Air. Mar 2012. Vol 4b – Transport of Dangerous Goods by Road, Rail and Sea. Amdt 2 Jul 2009. Vol 5 – Management of Road Transport Operations. 4th Edition Dec 1010. Vol 6 – Policy for Management and Use of ISO Containers. 1st Edition Jul 2007. Vol 7 – Joint Service Movement Data and Tie Down Schemes.
JSP 815	**Defence Environment and Safety Management Handbook**. Feb 2009.
JSP 832	**Guide to Service Inquiries**. Oct 2008, Ver 1.0.

https://www.armynet.mod.uk/armysafety