

Army Safety

52 | Winter 2015-16

& Environment Matters



Safety Training

ceso **a**

CHIEF ENVIRONMENT & SAFETY OFFICER (ARMY)

armynet.mod.uk/armysafety



CESO-Army



British Army Safety



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Editorial



Welcome to Issue 52 of Army Safety & Environment Matters magazine, and how time flies! Once again the festive cold season is upon us which introduces further risks to our everyday lives. It has been

a very busy 6 months since Issue 51, Duty Holding remains a key topic across the Command.

To assist in questions and answers we have set up a dedicated Duty Holding page on the CESO(A) MOSS site, be sure to check it out: http://cui1-uk.diif.r.mil.uk/r/89/CESO/DH_Advice/default.aspx

We have had a less than ideal response to our Reader Survey, with 123 responses out of a distribution of over 5000 copies. However, we took every response and entered them into 'Survey Monkey' to help provide an overview of your feedback. Page 22 highlights key points and shows how we are listening to your suggestions.

Issue 52's main focus is Safety professionals and training – see pages 4 to 8. Thanks to all who take the time to contribute. Without you, Safety across the Army would be in a very different place! Finally, we welcome Colonel Andy Lambert, after 32 years of service he has reached the pinnacle of his career by being selected as CESO(A), I am sure you all wish him a warm welcome, see his bio on the next page.

Darren Elkins – Editor

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“ **Worth a second thought?**
If you put good people in bad systems you get bad results – so let us always remember to promote safety in all we do, to ensure our systems work, so our Team members will always be safe! ”



CESO(A) now has a group page on Facebook, where you will find digital copies of the magazine, posters and information of interest.

Simply search for CESO-Army and 'Like'.



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Army Safety & Environment Matters is the twice yearly publication of the 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 Comms, CESO(A), Army HQ, IDL 2, Ground Floor, Zone 1, Blenheim Building, Marlborough Lines, Monxton Road, Andover SP11 8HJ. Mil: 9 4393 7037 or Civ: 01264 887 037.

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New CESO(A), Col Andy Lambert, sets the scene



I am delighted to have been selected as CESO(A) and look forward to doing all I can to make the Army a safer and more

environmentally sustainable place to work whilst not reducing the challenging, fun and exciting nature of our chosen profession.

It would be remiss of me not to acknowledge the huge contribution of my predecessor, Col Johnny Schute, in advancing Safety, Environmental Protection (EP) and Sustainable Development (SD) across the Army. In particular, his work on establishing the Army's approach to Duty Holding has allowed and encouraged us to lean into Risk Management and exploit opportunities. He rightly saw Risk Aversion as the enemy and did some excellent work to ensure that our collective mindset in managing risk is in the right place. I wish him well as he embarks on a second career; he has left an impressive and enduring legacy.

As I enter my 32nd year of military service, I reflect on where it all began and my 7 years spent as a JNCO in the Royal Marines; during this time I served in jungle, desert and arctic environments as well as some time afloat and getting to know the locals in South Armagh. This proved an excellent grounding for Army officer training at Royal Military Academy Sandhurst (RMAS), an attachment with the Queen's Dragoons Guards (QDG) and a flying career in the Army Air Corps (AAC) that has been pathetically short on actual flying, but rich in terms of diversity, challenge and interest. Spells in command at various levels have been punctuated by staff appointments in Training, HR and Log disciplines, and staff training in Kuwait and at Shrivenham. I have worked with Regulars, Reserves and Cadets and recently returned from Kabul where I was Deputy Commander British Forces (DCOMBRITFOR). I have shamelessly taken advantage of as many sports and adventure training opportunities as possible and have been Chairman of both AAC offshore sailing and AAC football.

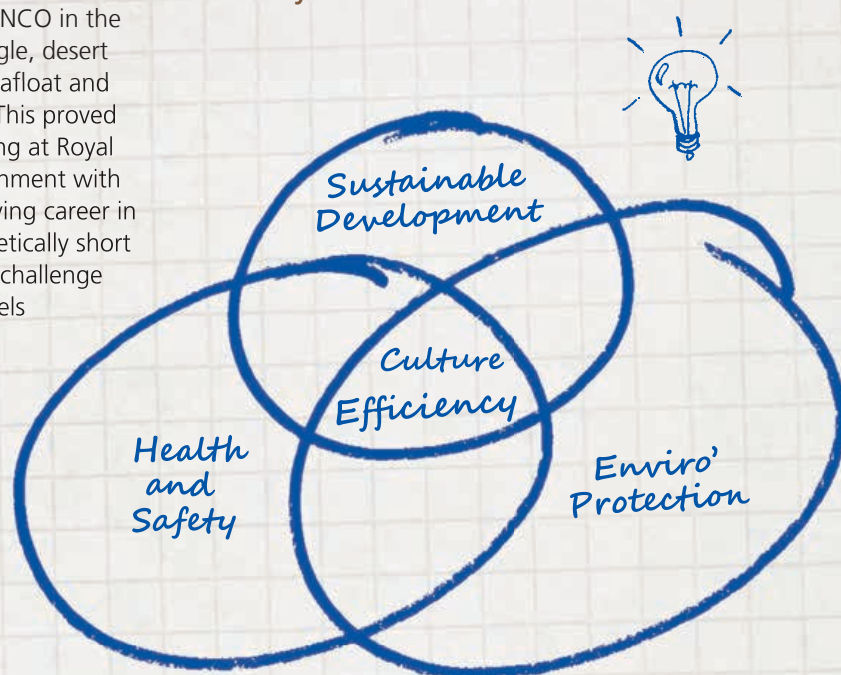
I hope all of this allows me to bring a broad perspective to the CESO(A) role; one that I take extremely seriously.

In the early days of my tenure I pondered over the relationship between Health and Safety, EP and SD and why it was that three, seemingly distinct disciplines, were clustered together. It soon became apparent that what binds them is **Efficiency** – getting the most out of our resources, be they people, energy, our environment or waste. Get it right and the Army has a much firmer foundation for all it does. Get it wrong and the effects are wasteful at best and catastrophic (and potentially unlawful) at worst. So, as professionals in our chosen field, we have a clear responsibility to do all we can to drive efficiency by ensuring we have Safe Systems in place, by driving behaviours and initiatives to ensure our resources are consumed efficiently, and by managing our environment efficiently and in a sustainable way.

It is early days, but my sense is that the key to success is **Culture**. You will all be familiar with raised eyebrows, wry smiles and exasperated sighs when trying to get your message across. But it is a vitally important message and I am encouraged that those in positions of responsibility really do get this and we are starting to put some robust substance (Duty Holding) behind the glib, but accurate statement that *'our people are our most valuable asset'*. I am very clear that what we do is on a par with delivering the Army's Values and Standards and the Military Covenant – having the discipline and mechanisms to properly look after our people and our environment as well as confirming our position as pound for pound, the best Army in the world; we cannot justify that claim if we are wasteful with our people or resources.

I very much looking forward to meeting you as I get around the estate in the coming months and hearing about what challenges you face and successes you have enjoyed.

Col Andy Lambert



News in Brief

London and the 'Safer Lorry Scheme'

On 01 Sep 2015 HGVs without safety equipment were banned from London as Boris Johnson confirms Britain's first 'Safer Lorry Scheme'. We have done some digging to check that the MOD is indeed exempt from the new restrictions which were brought in for London and can provide definite confirmation of that fact. Under authority of the Borough Roads (London Safer Lorry Scheme) (Restriction of Goods Vehicles) Traffic Order 2015. Section 4 of this TO lists vehicles which are exempt from the new requirements which includes the following:

- (7) A vehicle owned by or used for the purposes of the Secretary of State for Defence and used for naval, military or air force purposes;
- (8) A vehicle in the service of a visiting force or of a headquarters as described in Article 8(6) of the Visiting Forces and International Headquarters (Application of Law) Order 1999.

For those interested in reading more, the TO can be accessed via the following link: <https://tfl.gov.uk/cdn/static/cms/documents/safer-lorries-scheme-traffic-regulation-order-2015.pdf>

LAIT and the DefAIB

The formation of a pan-defence safety investigation capability owned by the Defence Safety Authority (DSA) was one of the core recommendations of the Defence Safety Regulatory Review (DSRR).

This project, which will be the first to deliver an obvious change, will bring together the Military Air Accident Investigation Branch (MilAAIB), Land Accident Prevention & Investigation Team (LAIT) and Serious Equipment Failure Inspection Team (SEFIT) to form the Defence Accident Investigation Branch (Def AIB). Initial operational capability is 1 Oct 15, when the new command structure and supporting elements will be in place, but the units will remain based in their current locations. Contact numbers will largely remain extant and can be found on the back page of this publication.

Force Protection Newsletter

HQ 1st (UK) Division have introduced a new quarterly newsletter highlighting key topics and areas which need improving.

Major General G P Hill CBE personally heads up the first issue with an introduction,

"Force Protection is about safeguarding our people and our freedoms to operate, to deliver operational success.

It is NOT about rules for rules sake". You can download a full copy of the newsletter from here: <http://cui1-uk.diif.r.mil.uk/r/330/Deliver/ForceProtection/DutyHolding/1%20Div%20Newsletter%20Force%20Protect%20Sept%202015.pdf>



Comments?

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Health & Safety Training through the Defence Logistics School



It is a legal requirement that all Commanding Officers and Heads of Establishment have access to competent/specialist assistance in applying the provisions of the Health and Safety law.

In particular they need competent help in devising and applying protective measures, unless they are competent to undertake the measures without assistance themselves.

Defence Logistics School (DLS) offers two courses that are delivered by a Higher Specialist Instructional Officer (HSIO) Mr Tony Rowney (C2) who has had a full military career prior to joining the Civil Service and has extensive experience of applying Health and Safety in the All Arms environment.

The All Arms Unit Health and Safety Advisor's Course

This course is over 2 weeks and is open to Warrant Officers and above, and civilian equivalents. It has a maximum loading of 18 students per course with 12 courses scheduled per training year.

The aim of the course is to train Military Officers, Warrant Officers and their civilian equivalents, in the specialist duties of a Unit Safety Advisor thereby enabling them to have the knowledge to advise senior commander and/or line management, on most aspects of health and safety.

What does it cover?

The course covers the following topics:

- Accident Investigation
- Accident Prevention
- Accident Reporting
- COSHH
- Display Screen Equipment
- Electrical Safety
- Environmental Management
- First Aid
- Inspections and Audits
- Management of Contractors
- Management of Health and Safety
- Manual Handling
- Noise
- Occupational Health
- Office Safety
- Radiation Safety
- Risk Assessment
- Safe Systems of Work
- SHEF on Operations
- The Law
- The Policy Statement
- Vibration
- Welfare Facilities
- Workplace Transport

Breakdown

Week one is predominantly theory based leading to a number of practical and role play exercises.

Week two contains the theory based learning. However, on the penultimate day of the course an Exercise "Safe Place of Work" is undertaken. Here students visit and audit an external unit. Broken down into syndicates they perform a 'mini' health and safety audit and present their findings to the Commanding Officer of the Unit.

Accreditation

The course is accredited by the British Safety Council and the DLS is recognised as a training provider for their Level 3 Certificate of Occupational Safety and Health (Cert OSH). This is a nationally recognised Level 3 qualification in Health and Safety (equivalent of the NEBOSH National General Certificate). On completion of the course students have the opportunity to undertake a period of home study, and then enrol on the Cert OSH exam.

Successful students not only have the knowledge to give advice on most aspects of health and safety, but also have the knowledge to be able to guide line managers in aspects of completing risk assessments including COSHH and manual handling and how to investigate accidents to prevent recurrence.

The All Arms Unit Health and Safety Manager's Course

The course is run over a week and is open to the rank of Sergeant and above, and civilian equivalents. It has a maximum loading of 18 students per course with 13 courses scheduled per training year.

The course is aimed at military departmental heads and their civilian equivalents, who have the responsibility for day to day management of health and safety within a unit, sub unit or department.

What does it cover?

The course covers the general aspects of health and safety as highlighted in the All Arms Unit Health and Safety Advisor's course, but not to the same depth. It consists of a mixture of both theoretical lessons and practical exercises, that give the student the knowledge to manage health and safety within their respective departments. They also become competent to assist subordinates in how to complete risk assessments including COSHH and manual handling and how to investigate accidents to prevent recurrence.

Accreditation

The course is accredited by the British Safety Council and on completion successful students gain a Level 2 civilian qualification.

Summary

The emphasis for both courses is that health and safety in the military environment should not be seen as an obstacle to the activities we conduct – but rather as 'Force Protection'. **It makes no difference if a soldier is rendered incapable of performing his/her job by an accident doing a routine task in barracks, or by being involved in an accident on an operation. The fact remains that we have lost that manpower, which can, and probably will, affect the operational capability.**

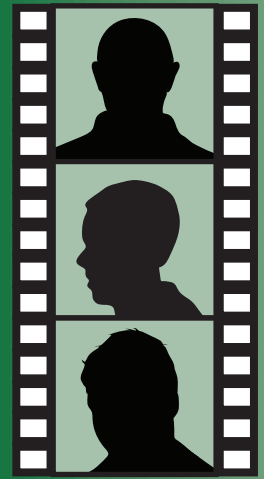
Further information

The Defence Logistics School is located at the Princess Royal Barracks, Deepcut. For further information visit them on Defence Intranet site: <http://defenceintranet.diif.r.mil.uk/ORGANISATIONS/ORGS/ARMY/ORGANISATIONS/ORGS/AG/ORGANISATIONS/ORGS/DGART/ORGANISATIONS/ORGS/DCLPA/DLS/Pages/DLSHome.aspx>.



THE PROFESSIONALS

Created by THE ARMY



To complement this issue's theme 'Safety Training' I thought it would be useful to include some words of wisdom from those on the ground. A few of our Safety Professionals have contributed to this article by way of responding to a series of questions put to them, and I thank them for their contributions. Ed.

Tony Beauchamp SO1 SHE&SD RC



Q1. How did you become involved in H&S and what do you like most about your job?

“ I first became involved in H&S back in 1992 as a D Grade Stores Officer employed as the Civilian SQMS with Blackdown Det 41 Sqn RCT based at Deepcut. I didn't volunteer willingly for the job and it was an extra task that fell upon the numerous tasks I was undertaking as the SQMS. QMs will relate to this no doubt! Since then I've been involved with H&S either as a primary or secondary role at various units and formations.

In my early tenure at 4 Div I also covered the vacant Aldershot Gar SO2 SHE post as well as the 145 (HC) Bde post I vacated, so that was a busy time for sure! Throughout my various H&S roles, I've enjoyed the variety of challenges presented, some frustrating, some less so, as well as the people you have to deal with. No two days are the same, but the military 'banter' helps you through.

Q2. What's the best piece of advice you've ever witnessed in your H&S capacity?

“ Nothing leaps out from my memory banks, but one piece of wisdom I've passed on to some SO1s who took up post at other 2* formations after I arrived at 4 Div is 'PIS'. I'm not being rude, but one thing I learnt whilst working for two very different but brilliant Bde Comds in my time at 145 (HC) Bde is "What's the Problem, what's the Impact and what's the Solution." If you can get that across to a Commander succinctly, you've cracked it.

Q3. What has been the biggest challenge in your current role?

“ The biggest challenge in my current role has been the implementation of Duty Holding across the Cadet community. The key points with Cadets (CCF and ACF) is first and foremost they are a youth organisation and the Delivery Duty Holders are volunteers, so the understanding of Duty Holding may not be as great as those based within a Regular or Reserve unit. That said, the Duty Holding message is out there and continues to be promoted at the GOC's Comd Conferences.

Q4. What advice would you give to someone looking for a career in H&S?

“ I would say "Be prepared for some stick as 'elf and safety' can be seen as prohibitive in getting the job done". However, if you're pragmatic and can sell the message in a positive manner, get people on side, then it can be rewarding.

Q5. What is your view on safety across the Army?

“ Safety in the Army has improved greatly since my early days in the job and Duty Holding has played its part in getting Commanders at all levels to take their responsibilities more seriously. The benefits of H&S being an element of Force Protection are widely recognised now.

Q6. What key initiatives and safety practices have been delivered across your area of responsibility?

“ Sp Comd (now Regional Command – RC) held a SHE&SD Study Period in March 2015. A SWOT analysis was held and this gave us the opportunity to see how SHE&SD was being delivered as a Firm Base activity and how we could improve this. Uniformity and shared best practices are now being rolled out as a result.

Paul King SO1 LONDIST HS&EP

Q1. (H&S involvement)

“ Since starting work in 1988 at what was then R.A.R.D.E Fort Halstead (now part of DSTL) working in the Pyrotechnic section I have been involved in safety in one form or another. My big break came though in June 2000 when I studied IOSH Managing Safely which proved to be my first step in my IOSH journey, finally completing my NEBOSH Diploma in April of last year. This was complemented by being offered a six month secondment covering Safety at HMP Bullingdon in Oxfordshire where I really cut my teeth in safety, including COSHH and PUWER through the Prisons commercial workshops and fighting complex litigation cases. Finally returning to the MOD I worked with and under some very experienced safety staff in HQ Sp Comd/ CESO(A), auditing the Brigades both in the UK and British Gurkhas Nepal which was a fantastic experience. I also had the chance of re-establishing SHE at Aldershot Garrison which was an interesting challenge working at the home of the British Army.

With my love of the monarchy and the ceremonial side of the Army I was delighted to be offered the position last April of SO1 HSEP LONDIST, working alongside the Queen's Life Guard and HCMR/RHA Kings Troop in delivering safety in London. I have taken an active interest in the equine side of LONDIST and this combined with the State Ceremonial piece makes for a most enjoyable and varied role.

Q2. (Best advice)

“ Nigel Wright, formerly SO2 SHE&SD for 49 Brigade, once said to me “if you are popular doing safety you are probably not doing a good job” and I feel that this is often the case for those trying to balance a Safety role.

Q3. (Biggest challenge)

“ Establishing my credibility in the traditional equine environment and understanding the unique role that HQ London District plays in the State Ceremonial piece.

Q4. (H&S career advice)

“ Try and gain as much experience as you can in safety working where you are now. There are always lots of opportunities to help out, this is what I did. Once your understanding has increased you should then look to start some of IOSH's courses, Working Safely, Managing Safely, Gen Cert, Nebosh Dip.

Q5. (View on safety across the Army)

“ As an active member of IOSH I keep myself abreast of wider safety issues and changes and as a former lead auditor for HQ Sp Comd I can say honestly that we fare very well compared to the record of many private sector organisations.

Q6. (Key initiatives delivered)

“ My role at LONDIST is unique in that I line manage a team of USEAs across the London AOR and a small team of support staff. We all share a real interest in promoting safety across London and get on extremely well



as a team. Some initiatives I have promoted during 2015 have been equine safety air jackets, noise monitoring during the State Ceremonial and promoting IOSH's no time to lose' campaign which has been featured in IOSH's SHP magazine, helping to raise the profile of safety in the Army.

Tony Richards SO1 FP

Tony now spends 95% of his time working within the Duty Holding workspace.

Q1. (H&S involvement)

“ I entered the H&S role via a combination of opportunity and circumstances although most of the roles I have held over the years have been affected by H&S legislation.

Q2. (Best advice)

“ Assume nothing and check everything.

Q3. (Biggest challenge)

“ Effecting a cultural change after the introduction of Duty Holding into the Army in April 2014. Many saw us as the 'Fun Police' hell bent on constricting their training opportunities and bringing H&S to the battlefield. Many had seen tabloid headlines of some quite bizarre decisions that had been made with Christmas trees in public places and firework displays, and felt that this would be a sign of things to come for their training events. This couldn't be further from the truth as Duty Holding is all about empowerment and creating a safe training environment.

Q4. (H&S career advice)

“ I believe that you need to have a passion for creating safe conditions for people to work, live and train in. It's not about walking around with a clipboard and sucking air through your teeth; it's about caring for people and ensuring that all reasonable measures are in place for them to carry out their work safely.

Q5. (View on safety across the Army)

“ The Army is in a good place with regards to safety. The majority of people who are now in the Army grew up within a H&S culture which they would have been exposed to at either school or initial civilian employment prior to enlistment. The introduction of Duty Holding has increased H&S awareness as it affects all activities the Army undertakes and is applicable to all those taking part. I certainly see a step change in attitudes towards H&S with Commanders at all levels now engaged in the process.

Q6. (Key initiatives delivered)

“ The implementation of Duty Holding was a major initiative adopted by the Army in 2014. This demands responsibility and accountability and by doing so brings DH into the heart of the Force preparation and execution process. No longer is it acceptable to cuff it or take shortcuts where safety is concerned. This has to be the right way forward to not only instil confidence in our soldiers that their safety will not be compromised, but also assure families that their loved ones are in safe hands.

Employment of FTRS (HC) Unit Safety and Environmental Advisors (USEA)

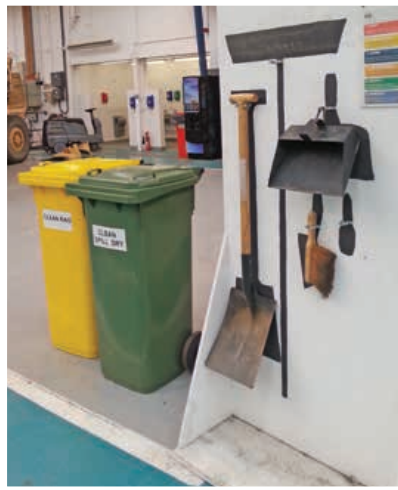
CESO(A)'s SO1 Safety Management, Ian Groom, provides an overview of the role of USEAs.

There was a requirement to introduce USEAs into defined and designated 'high risk' Units. After a review of the Army's compliance with Health and Safety Law (in Apr 08) the Executive Committee of the Army Board (ECAB) endorsed along with many other measures, the requirement to establish a total of 78 (now 75) non-deployable dedicated USEAs.

Where allocated, the FTRS USEA was put in place to reduce the burden on the QM and to provide real and dedicated advice to the CO.

There is little doubt that this measure has been anything other than a resounding success.

In fact, the majority of requests for support stem from units where no dedicated USEA has been appointed. As a result of their success, there has been an inevitable element of mission creep, with USEAs being asked to cover large geographical locations or taking on more than a single unit. Although this has been managed there is a danger in spreading the support too thinly.



Of course where no dedicated USEA is appointed by CESO(A) then the CO/HoE must appoint a safety advisor from within (normally the QM), who must seek additional support where needed through the RPoC Bde SHE staff or their Fmn SO1 FP.

To provide a more coherent management plan, CESO(A) together with Army Org Branch took the decision to place all USEA on the establishment of CESO(A). This action allows for better management of the posts and takes the onus for the recruitment of USEA away from the Front Line Command. Each site and location will have its own nuances and requirements so whilst there is a generic job description with the minimum key tasks set by CESO(A), employing COs/HoE are able to influence job descriptions and local working arrangements. To-date this has worked well. The generic tasks of the USEAs are

- Formulating and developing H&S policies, not just for existing activities but also with respect to new acquisitions or processes.
- Advice on how organisations can promote a positive H&S culture and secure the effective implementation of H&S policy.

- Planning for H&S including the setting of realistic short- and long-term objectives, deciding priorities and establishing adequate systems and performance standards.
- Day-to-day implementation and monitoring of policy and plans including accident and incident investigation, reporting and analysis.
- Review of performance and audit of the whole H&S management system.
- Conducting training in H&S related to subjects such as First Aid at Work and Manual Handling.
- Site specific responsibilities, as set by the CO/HoE.

The Terms and Conditions of Service (TACOS) for FTRS (HC) posts are set out in Army Reserve Regulations 78, Chapter 10. FTRS (HC) are required to fulfil the full range of duties appropriate to the post, without conditioned hours, but usually in a single restricted location which is normally the duty station. This includes attendance at training events and routine meetings requiring travel.

CESO(A) continues to look at increasing the number of USEAs, however, in the current manning climate this has not been achievable,



Sustainable Transport Initiatives – Travel Plans

A Travel Plan is a site-specific policy and package of actions designed to improve and encourage safe, healthy and sustainable travel options.

By reducing car travel, Travel Plans can improve health and wellbeing, free up car parking spaces, and make a positive contribution to the community and the environment.

A Travel Plan can enable reductions in the cost of providing and maintaining car parking spaces (construction alone can cost £1,000 - £3,000 per space) and free up land for other uses.

EMSAS Leaflet 7 provides guidance on Travel Plans. Here's some further practical advice and examples to help better understand the key issues in Travel Plan implementation.

Car Share or Lift Share

Save up to £1,000 and 2,813 kg of carbon dioxide (CO₂) p.a. on a 25 mile journey to work by car or lift sharing.

You can choose to share cars or lifts informally, occasionally or on a regular basis. You don't have to commit to car share every day. Many sharers find they prefer to share journeys for a few days per week, making their own arrangements for other days. Car sharing can apply to business journeys also.

Car Share Examples

- At Andover HQ there is a car share scheme including electronic bulletin board to get interested parties together and dedicated car sharing parking spaces located near the main office buildings so are more convenient.
- At Cawdor Barracks car sharing is encouraged and has a reasonable take up, enabling cost savings for staff who have a long commute.



Cycling Examples

- At Cawdor Barracks cycling to and from work is encouraged and new cycle sheds have been installed. A reasonable number of locals commute by bicycle, particularly in the summer.
- At Andover HQ covered cycle racks, showers and drying rooms and a network of cycle lanes and pedestrian paths locally encourage staff to cycle to work (see photos).
- At RAF Brize Norton there is a scheme comprising refurbished, abandoned bicycles sold or loaned to individuals. The bicycles can be used on and off site. The funding was enough to introduce 100 new city bikes with a road safety package of a helmet, lights, lock and spare inner tube.

Cycle or Walk to Work

The health benefits of walking or cycling to work are proven. Public health guidance shows that 30 minutes of moderate exercise five times a week cuts the risk of developing serious illnesses by up to half. Guidance suggests that walking could be an appropriate travel choice for distances up to 2km and cycling for distances up to 5km.

Public Transport

Can your journey be made by bus or train? Your local authority will have information on public transport in your area and there are journey planner websites such as <http://www.traveline.info/> which provide travel options for a journey.

Do You Need to Travel?

Teleconferencing (or videoconferencing) can reduce trips between sites whilst at work.

If every car commuter used an alternative to the car just one day a week, car usage levels would be reduced to those experienced during school holidays.





I Lost My Eye to a Contact Lens – Update



Many of you will recall the article in Issue 50 by the Editor's wife 'Angie' – a difficult yet important issue that will resonate across thousands of contact lens wearers. A year on and things have moved slowly during the recovery phase. Here Angie provides an update to her ongoing treatment and a reminder of just how important it is to look after our eyes, especially for those on Ex or Ops in hostile environments where hygiene levels may not be to the standards we have at home.

SS After the evisceration of my eye in August 2014, I was looking forward to moving on with my life and getting back to normal but I had not realised quite how long and drawn out the next process was going to be. Due to the nature of the infection 'Acanthamoeba', I was unable to have the necessary implant quickly, an implant that would replace the contents of the eye that was removed during the evisceration.

Christmas came and went and with a sunken hole in place of my eye, my confidence dipped very low. My husband managed to cover the lens of my glasses with a dark film covering which helped a little but I felt desperate to get the implant in place and to get a prosthetic eye. In March 2015, I finally got my next appointment and operation. My consultant had to make sure the infection had gone before putting anything else in the socket – a much longer wait than I ever anticipated!

I was warned that the implant procedure was difficult and that the pain would exceed anything I had experienced so far during the last 12 months... great I thought! The operation was also carried out under general anaesthetic. After waking, I was pleasantly surprised to find that apart from feeling nauseous from the anaesthetic, I had virtually no pain – I was one of the lucky few! I was bandaged up for a week and housebound. After which, the dressings were removed to reveal a less sunken socket. Although not a great look it was a big step forward!

A few weeks later, my worst fear... I was readmitted to hospital with another infection. I was treated with IV antibiotics and swabs were taken as my consultant feared the Acanthamoeba may have come back, luckily the results came back negative and this was just a mild setback. After a few days I was able to return home. In July 2015 I had my first temporary prosthetic eye fitted. It was quite an experience seeing a selection of eyes to choose from! The eye was shaped to fit my socket and, although the temporary eye was larger than my other eye and a slightly different colour, I was so happy to finally have something that resembled an eye in my socket.

Self confidence and coming to terms with the loss of my eye remains a hurdle, but I am working on this all the time as I am determined not to be beaten by it. I am waiting to get the mould made for my permanent prosthetic eye which will be an exact match to my other eye as this is crafted and hand painted by a specialised team. I feel this will bring me closure and allow me to move forward and enjoy life fully again. The love and support I have received from family, friends and work colleagues has been immense and has made this whole experience a whole lot more manageable.

My biggest achievement from this ordeal is raising awareness and highlighting the risks to other contact lens wearers. Be extra vigilant with your eye care and cleaning routines, ensuring you seek medical attention if something is not right. **Remember, your eyes are not something to be taken for granted.**

Angie Elkins

Managing Military Events Safely

It's not unusual for military sites to host the general public – so what are the safety considerations?

Events can be held at a wide variety of locations, and involve a wide range of activities. Keeping people safe, be that for a Family Open Day, a Remembrance Service or a Mess function will be top priority for any event, as well as ensuring that good planning is carried out and that policy is followed.



The Army is responsible for the safety of volunteers and visitors at an event. Looking after people's safety is largely a matter of taking simple, sensible precautions. JSP 375 Part 2, Volume 1, Chapter 37 (Public Events) provides detailed guidance and is a good place to start*.

Common to any event, getting the right people involved is critical. Some key roles include:

- **CO / HoE:** Overall responsibility for the organisation and arrangements for an event and for the development of a suitable safety management plan.
- **Event Organiser:** possibly supported by an events planning committee and central to the management of safety.
- **Local Authority Emergency Planning Officer:** to be consulted depending upon the nature and size of event.
- **Event Officials:** trained to fulfil roles (e.g. what to do in the event of an evacuation or emergencies).
- **Event Contributors:** Able to develop risk assessments, with particular reference to set up and set down and consideration of weather.

The Event Organiser should be a 'competent' person and have sufficient support and resources to address potential risks and safety issues, from planning through to review of the event.

* https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/393592/20141020-375_P2_V1_Chapter_37_Public_Events.pdf



Key Event Considerations

1 – Planning

- If necessary, develop a safety management plan covering scope of activities, event specific legislation and host legislation as applicable.
- Set up an event planning committee, as appropriate.
- Establish a description of the event.
- Plan the site / event safety features.
- Generate a Crowd management plan.
- Generate a Traffic management plan.
- Generate a Information management plan.

2 – Assessing risks

- Identify hazards, conduct risk assessments.
- Consider attendees and vulnerable groups.
- Ensure adequate coverage of pre-event preparation and post-event clearance.

3 – Precautions and control measures

- Implement measures required to mitigate the risks identified in the assessment process.

4 – Emergency planning

- **Emergency plan:** Actions to be taken by designated people in the event of a major incident or contingency.
- **First aid plan:** Procedures for administering first aid on site and arrangements with local hospitals.

5 – Communication

- Ensure clarity on roles and clear lines of communication.
- Inform local residents / businesses who might be affected from for example, changes in traffic.

6 – Monitoring

- Planning and safety arrangements by the Event Organiser: check pre-event and during the event.
- Third parties: through the establishment's 4C (Control of Contractors) system:
 - Co-ordination.
 - Co-operation.
 - Communication.
 - Control.
- Performance: data concerning injury, ill health and property damage.

7 – Post event review

- Identify and capture lessons learnt; beneficial for next time or for other planning of similar events.

Checklist

JSP 375 Part 2, Volume 1, Chapter 37 provides an events checklist which expands on the following (non-exhaustive) headings:

- Organisation.
- Planning and management.
- Fire precautions.
- Accident and incident reporting.
- First aid provision.
- Tentage.
- Structures.
- Additional facilities.
- Spectator safety.
- Fuels, gases, oils, etc.

- Vehicles, machinery and plant.
- Electrical systems.
- Food hygiene.

Whilst the Army takes part in, and hosts many public events throughout the year from musical spectacles, to displays of some of the most up to date equipment, the safe execution of such events is of paramount importance.

For information on upcoming events visit: <http://www.army.mod.uk/events/23205.aspx>



Sleeping Well at Night

A Commandant's perspective on sustaining safety in the Army Cadet Force

Article contributed by Colonel C H Maginniss

Whilst the Army Cadet Force (ACF) might be a Volunteer organisation, it takes the safety of its Cadet Force Adult Volunteers (CFAVs) and especially its Cadets, very seriously. Cadets and CFAVs do not attend ACF activities to be killed or injured and much attention is given by the Chain of Command to ensure that they are not. In this respect, Counties are well supported by their parent brigades and the Reserve Forces and Cadets Associations (RFCA) but it is at County level that the Commandant has been appointed as Delivery Duty Holder (DDH) reporting to the General Officer Commanding Regional Command as Operating Duty Holder (ODH) in the same manner as Regular Army and Army Reserve Commanding Officers.

Whilst the ACF does not have the raft of complex equipment which is embedded in the Regular and Reserve Forces, Commandants are responsible for in excess of 1000 people, a mix of white fleet vehicles, a selection of small arms systems, adventure training equipment and a plethora of different buildings.

The Cadets are of course a particular concern, as they are all deemed, whilst on Cadet activities, to be Children and Young People (C&YP) and ACF commanders at each level act in *loco-parentis*. This arrangement clearly requires, in its own right, appropriate attention to physical safety¹ because the Cadets cannot be responsible for themselves and all CFAV are trained to meet this particular responsibility and thus carry, on duty, a personal copy of AC 72008, Cadet Training Safety Precautions, commonly known as the Red Book.



© ACF

The Safe System of Training (SST)² is clearly embedded in the ACF but from the Commandant's perspective, safety covers many different activities and aspects, whilst risks do not always lie in the most obvious places. For the most part, training is generally low risk because of the close control measures that are in place and the careful mentor-ship of a full-time professional on Full Time Reserve Service (FTRS), the Training Safety Advisor (TSA). The TSA is a critical element of the cadet training safety system and is the Commandant's *Training Safety Conscience*; their relationship must therefore, be honest, open, resilient and robust. In addition, risk assessments are now well understood within the ACF, although equally, it is critical that the *Tick-Box Culture* does not become more important than the analysis of the potential hazards, especially in dynamic situations.



¹ A specific additional and critical element is Safeguarding: sustaining the moral, psychological and physical welfare of Cadets, regardless of gender, religion, race, ability, disability, sexuality and social background by protecting them from any form of physical, emotional and sexual abuse or neglect.

² Safe Persons, Safe Place, Safe Practice, Safe Equipment.



Counter-intuitively, it is not the ranges or the obstacle courses that are the main daily training safety issues that tax the first aid teams but the small slips, trips, falls, grazes, cuts and stings that are an inherent component of fieldcraft. In this respect, ensuring Cadets are appropriately protected for the tasks they are undertaking³ is key because even minor injuries can easily disrupt training in a manner that would not be the case in the Regular or Reserve models.

The greatest risk within the ACF Safety Matrix is arguably the movement of Cadets on the public highway because this is the one aspect of ACF activity that is not fully under control of the Chain of Command. Ensuring Cadets wear their seat-belts correctly is a very important CFAV duty, whilst improving the skills of ACF minibus drivers resides within the County Chain of Command⁴.

Secondly, Adventure Training (AT) by its nature has varying degrees of risk-to-life, which given the significant role of contracted delivery suggests a need for greater Command Governance at the ODH level.

Thirdly, preventing heat and cold injuries can easily be forgotten under the welter of other directives but either can quickly move from a minor problem to a life-threatening situation, even whilst engaged in such a benign activity as drill.

³ The provision of Cadet non-ballistic safety glasses especially in low light conditions is one matter that requires examination.

⁴ One excellent development and qualification package is the National Minibus Driver Awareness Scheme (MiDAS).

⁵ For guidance and supporting references, see HQ Support Command LF/Cadets/2001 dated 27 February 2014.

Fourthly, ensuring the safety of activities in and around detachment buildings, of which there may be over fifty of various types, often shared with third parties, across hundreds of square miles of the area of responsibility is another challenging task, which requires constant monitoring.

The fifth key risk is training with Regular Army or Army Reserve units, which on the one hand provides excellent opportunities for challenging and exciting activities, but equally on the other, the possibility of failure in what may appear to be a safe environment. It is essential that units clearly comprehend the safety requirements for supporting training and the wider issues in relation to Cadet hosting⁵.

Keeping on top of safety within the ACF is no easy task, but effectiveness can be achieved through integrating the available assets and Command, Awareness and Training are the key ingredients. Safety certainly needs to be culturally embedded within each level of command and reinforced by a specific agenda item on every Command Group, of which the TSA must be an effective component. The Brigade Safety & Environment Advisor can provide a critical and independent review of County ACF procedures, processes and protocols, which creates greater transparency and effectiveness. Bi-annual Safety Health & Environmental (SHEP) meetings, chaired by the Commandant and based upon the Command Group monitoring the SHEP Action Plan controlled by the Unit Safety Officer, normally the Cadet Executive Officer (CEO), completes the structure.

The key message, is that appropriately managed, safety is a Force multiplier to output capability rather than a drag on activity. The critical element though, in the delivery of ACF safety, is the CFAV who has the technical knowledge to assess what is safe and most importantly, the moral courage to step in, regardless of their rank and service, to order STOP to prevent a moment's error becoming a lifetime of sorrow.

Keep Safe – Keep Cadeting!



Think Before You Drink

Drinking has been a part of British culture for many hundreds of years. However, excessive or so-called 'binge' drinking is beginning to cause problems for our society; the UK has one of the highest rates of binge drinking in Europe. It goes without saying that the festive season offers further risks, with an increase in social get-togethers and office parties.



Alcohol and Your Health

Lower-risk guidelines state that men should not regularly drink more than 3-4 units of alcohol (equivalent to about 1.5 pints of 4% beer) a day, and woman not more than 2-3 units a day (a 175ml glass of wine). 'Regularly' means drinking most days or every day. Although many people who drink do so within these guidelines, binge drinking accounts for half of all alcohol consumed in the UK.

83% of people who regularly drink above the guidelines do not think their drinking is putting their long-term health at risk. Government figures indicate that **£21 billion a year is spent on drink-related harm, including crime, NHS costs and loss of productivity.**

Most UK adults (73%) are typically low-risk drinkers, however, just over 27% exceed the recommended guidelines and 7% drink enough alcohol to be classified as 'high-risk' (binge) drinkers. Drinking at these levels can leave you physically, emotionally and sexually vulnerable.

A quarter of deaths in men aged under 34 can be attributed to alcohol, so if you thought alcohol only caused health problems later in life, you'd be mistaken. NHS data shows increasing health impacts with alcohol intake – see the table below:

1 – 2 Units	Your heart rate speeds up, your blood vessels expand.
4 – 6 Units	Your brain and nervous system starts to be affected, impairing judgement and decision making.
8 – 9 Units	Your reaction times will be much slower, slurred speech and loss of focus. Your liver will be unable to remove all of the alcohol overnight, hence the banging head.
10 – 12 Units	Your co-ordination will be highly impaired, raising the stakes of having an accident. High levels of alcohol have a depressant effect on your mind and body, making you drowsy. The amount of alcohol will begin to reach toxic levels, your body will attempt to quickly pass out the alcohol in your urine, leaving you feeling badly dehydrated and causing severe headaches.
More than 12 Units	You are at considerable risk of developing alcohol poisoning! Excessive amounts of alcohol will start to interfere with your body's automatic functions such as: <ul style="list-style-type: none"> • Breathing and heart rate. • Gag reflex – your body's defence against choking to death.

These days women are just as likely as men to make alcohol a major part of their social lives. Physiologically, women's bodies respond to alcohol differently from men's. Generally, there is less tissue to absorb the alcohol and there is a lower proportion of water in the body mass, so women are less able to dilute alcohol. This means women have a higher concentration of alcohol in their blood than men after drinking the same amount.

Information sources:

- www.nhs.uk
- www.drinkaware.co.uk
- www.gov.uk
- www.ias.org.uk

Alcohol and Violence

The figures linking alcohol and violence are quite startling.

- During 2013/14 some 1,327,000 violent incidents were reported, of which 53% were alcohol-related. Further break down shows that 62% of alcohol-related crimes were committed by men and 38% by women. www.ons.gov.uk
- Excessive alcohol has led to some of the worst incidents of behaviour from Army personnel.
- The 'indirect effects' of alcohol misuse are catastrophic for all involved – rape, sexual assault, domestic and other violence, drunk driving and street disorder.
- Excessive alcohol consumption can have life (and career) changing implications.

The Morning After aka Sobering up!

The results of a 'heavy night out' can considerably affect you or your team's output:

- Still over the limit – unable to risk driving to work?
- Excessive tiredness – not playing your full part / pulling your weight, none of which earns respect.
- Physical sickness / absenteeism – you let others down and place more work on fewer shoulders.
- Poorer judgements – making mistakes, accidents and poor dynamic assessment of risks.

Contrary to popular belief, it is impossible to speed up the processing of alcohol through your body. A cold shower or cup of coffee will not help. There is no way of knowing exactly how long it takes to sober up, but it is longer than you may think. As a rough guide it takes at least one hour for the body to absorb alcohol, plus at least one hour per unit consumed, however, it can take longer! It is wise to leave extra time to be safe before driving or taking part in any activity where risk is involved.

The Waist Line

You might be surprised to know how high in calories alcoholic drinks can be. Using an alcohol calorie calculator we provide a guide line below; something to bear in mind for those of you that are conscious of personal fitness.

Single measure of dark spirit e.g. whiskey, 25ml, 40% 	=	<ul style="list-style-type: none"> • 60 Calories • 1 small choc chip cookie • 12 mins brisk walking* 
Small glass of wine 125ml, 13% 	=	<ul style="list-style-type: none"> • 89 Calories • 7.4 sugar cubes • 19 mins brisk walking* 
Large glass of wine 250ml, 13% 	=	<ul style="list-style-type: none"> • 178 Calories • 2 slices of bacon • 37 mins brisk walking* 
Pint of lager / cider 568ml, 5% 	=	<ul style="list-style-type: none"> • 250 Calories • 1 well known chocolate bar • 53 mins brisk walking* 
* Based on the average weight of an adult in the UK @ 75kg www.wcrf-uk.org/uk/here-help/health-tools/alcohol-calorie-calculator – also see – www.drinkaware.co.uk/understand-your-drinking/unit-calculator		

Know your limits and remember others who also rely on you – your section, your company, your family, your mates, your partner... and yourself.

Before, During and After Use Maintenance Checks

Health and Safety as far as the Safe System of Training is concerned relies on the thorough risk assessment of the activity being conducted.

Most, if not all accidents occur when people and equipment/machinery come together. We understand that to operate the equipment you must be competent, current and in most cases, supervised accordingly. What we don't do nearly as well is to ensure that the equipment being used goes through the rigorous process of checks. If not correctly assessed and checked, not only can the equipment be damaged, it can lead to serious injuries as well as infrastructure damage that may result in a secondary accident.

Land Equipment User Maintenance Standards, AESP 0200-A-093-013 (LEUMS) states that Equipment Care (EC) is defined as the process employed by commanders and equipment users to ensure that their equipment achieves the highest levels of availability in the most cost effective manner. EC is the sum of the physical actions taken by soldiers to ensure that their equipment is kept in an operational state. It includes all the routine cleaning, maintenance, forecasting, tests and inspections that may be necessary and is the responsibility of the user, assisted by REME. EC is a function of command and enhances operational effectiveness.

All personnel regardless of rank, need to ensure that equipment "Before and After Use Checks / Maintenance and During Use Checks" are carried out. Equipment failures can occur in equipments that are poorly maintained, or not maintained at all.

Evidence that these checks are not being carried out is provided by Equipment Failure Reports / JAMES Component Reports and Serious Equipment Failure Investigation Team (SEFIT) Reports.

The purpose of the checks is as follows:

- **Before Use Checks / Maintenance** ensures that equipment is safe to use prior to its operation. For vehicles the driver is to complete a vehicle defect Report, F/MT 1005 refer to JSP 800 Vol 5.
- **After Use Checks / Maintenance** detects equipment faults which may have occurred during use and requires attention before the equipment can be used again.
- **During Use Checks** examines the equipment to ensure it is still safe to operate and that no faults have developed. For vehicles, drivers shall initiate Breakdown Recovery Procedures.

In all cases, defects, faults and damage must be reported through the Chain of Command/Line Management process. Defence Movement and Transport Regulations, JSP 800 sets out the overarching policy for MOD transportation. Drivers should refer to Vol 5 Part 2A for further guidance and instruction.

A new DVD entitled 'Equipment Care in the Land Environment' is now available via the BDFL, or electronically on the AKX:

<http://akxportal.landforces.r.mil.uk/sites/akx/capability/force-protection/safety/equipment-care-videos>



Magazine Back Issues

This and previous issues of the magazine are available on Defence Intranet and also on:



Army Safety



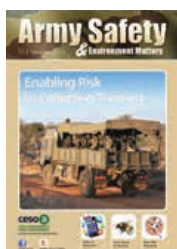
CESO-Army



Army Knowledge eXchange

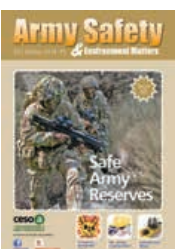
Back issues can also be downloaded via the links below:

Issue 51
Summer 15



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Issue 50
Winter 14–15



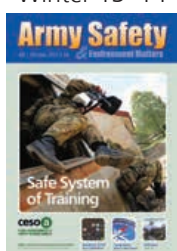
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Issue 49
Summer 14



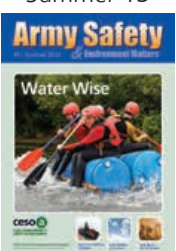
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Issue 48
Winter 13–14



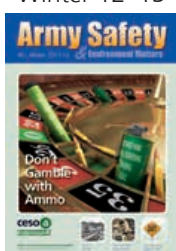
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Issue 47
Summer 13



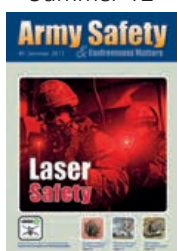
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Issue 46
Winter 12–13



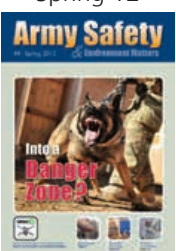
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Issue 45
Summer 12



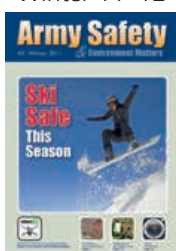
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Issue 44
Spring 12



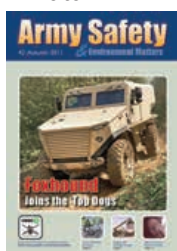
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Issue 43
Winter 11–12



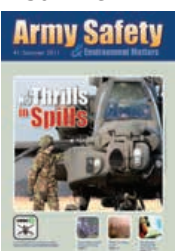
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Issue 42
Autumn 11



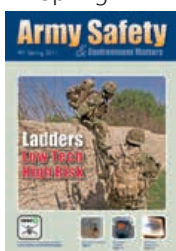
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Issue 41
Summer 11



<https://goo.gl/fGbhWq>

Issue 40
Spring 11



<https://goo.gl/89Vsa0>

Three is the Magic Number

Each year large commercial customers pay the National Grid and its Scottish equivalents a Transmission Network Use of System (TNUoS) fee in order to finance the cost of maintaining and updating the UK's electricity grid, the fee is based on consumption during Triads.

What are 'Triads'?

Triads are the three highest half-hour periods of system demand between November and February each year, typically occurring during cold weather around 5-6pm, when industrial demand coincides with the domestic tea-time period. This charge – which often runs to tens of thousands of pounds – can be reduced by cutting consumption when Triad warnings are received.

The 'Triad season' is a four-month winter period, during which the National Grid looks back to find the three half-hour periods when electricity demand was highest in the UK. The Grid then ensures that it can deliver this peak demand and recovers predicted costs by charging extra for the electricity used during a Triad.

The Grid

Dealing with peaks in demand for electricity, particularly during the winter months, is a challenge for the National Grid and it is reasonable to say that Triads represent an environmentally-friendly solution for reducing consumption by flattening out peaks in demand rather than building more infrastructures to deliver the extra capacity. The Triad system is generally welcomed by large industrial users of electricity because they have an opportunity to reduce their overall energy bills. The 'smoothing' effect of the Triad system on electricity demand helps keep the network running more efficiently and keeps the necessary margin or buffer between supply and demand in terms of security of supply.

So it is the case that Triad events make a significant contribution to MOD's standing electricity charges set for the following year, and are entirely managed by Heads of Establishments changing behaviours and routines. And just so you are reassured Triads have no bearing at all on domestic consumers.

So in summary Triads are half hourly events where demand is predicted to be very high, i.e. late afternoon in the winter months. To flatten demand at these times the Grid raises the price significantly. This is to encourage large commercial and industrial consumers to take extraordinary measures to reduce consumption so as to relieve the strain on the Grid and negate the need to finance and build extra infrastructure.

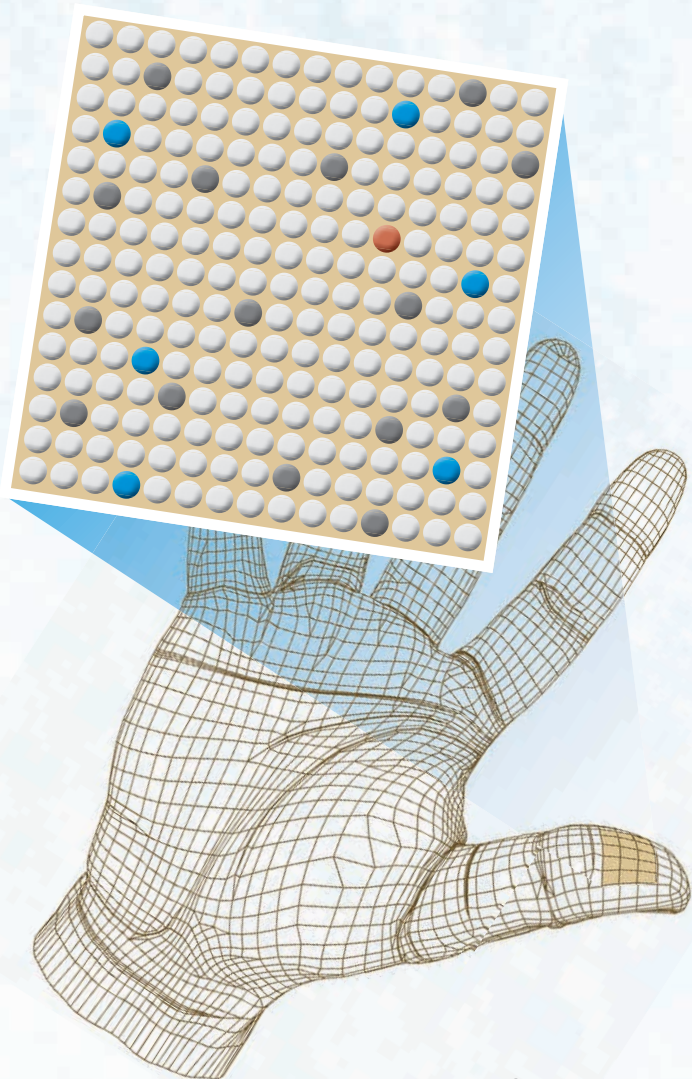
A Touchy Subject

Touch seems to be as essential as sunlight – too often we underestimate the power of our ‘tactile perception’.

Touch is a very important sense and something we all take for granted. Without it, we cannot function properly. The skin and deeper tissues contain millions of sensory receptors. Without them, you wouldn't be able to sense and respond to your environment. They register what's happening on your body's surface and then send signals to your brain.

Most of your touch receptors sit close to the surface of your skin. Some of them, however, are located further down in the tissues. Receptors such as your 'Pacinian Corpuscles' sense pressure and vibration changes at a deeper level.

Your skin receptors do not only respond to touch, they also register pain as well as warmth and cold. Pain receptors are the most numerous; every square centimetre of skin contains around 200 pain receptors, but only 15 receptors are for pressure, 6 for cold and 1 for warmth.



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Relevance

It's that time of year again, winter; when we all need to be mindful of the hazards when working in colder climates or conditions and understand the risks that are associated. During the colder months between Nov 13 and Feb 15, nearly 200 cold injuries were reported to CESO(A).

Cold injury is a term that encompasses both systemic hypothermia and localised injury to a body part. Systemic and local injury can present separately or in combination.

Examples of Non-freezing Cold Injury (NFCI)

- **Chilblains:** The condition is provoked by repeated exposure to the cold, which causes constriction of the small arteries and veins in the skin.
- **Trench Foot:** Injuries sustained in wet conditions at non-freezing temperatures. This injury has a particular connotation with the trench warfare of WWI, but remains a significant risk in military operations performed in cold weather.

Examples of Freezing Cold Injury (FCI)

- **Frostnip:** The mildest form of peripheral freezing cold injury.
- **Frostbite:** The extremities such as fingers, toes, face, ears and nose, are affected most often. Initially the affected patches of skin become cold and white, they may tingle too. Following this, as the damage from frostbite becomes more severe, numbness develops together with blistering and pain. Keep mobile, dry and warm when working in cold climates.

Hypothermia

Working in a cold environment can put the body at risk of exposure and hypothermia. This occurs when the body's core temperature is lowered due to periods in the cold. It can occur even at mild temperatures if exposure is prolonged.

Hypothermia is further classified as:

- **Mild** (body core temperature 35° to 32.2°C);
- **Moderate** (body core temperature <32.2° to 28°C);
- **Severe** (body core temperature <28°C)

The body's natural defences against the cold consist of restricting the flow of blood to the skin so as to prevent heat loss, along with shivering and releasing hormones to generate heat. These measures are limited and are usually inadequate to maintain body temperature in cold environments.

With each classification of Hypothermia comes a varying degree of symptoms, ranging from:

1. Constant shivering.
2. Tiredness.
3. Low energy.
4. Cold / pale skin.
5. Confusion.
6. Loss of co-ordination.
7. Shallow or no breathing.
8. A weak, irregular or no pulse.

Further details can be found at: <http://www.nhs.uk/Conditions/Hypothermia/Pages/Symptoms.aspx>

If the symptoms worsen, it is important to seek immediate treatment from medical personnel.

For full direction and guidance on the prevention of cold injury refer to JSP 539 v2.4 (19 Aug 14): Climatic Illness and Injury in the Armed Forces.

Wind Chill – How Cold is Cold?

Why does the top of a mountain often feel so much colder than the valley below, despite a measured temperature difference of only one or two degrees?

The answer is wind speed, and its effect on heat transport. Strong wind moves air quickly over a person's skin, whipping away moisture and heat, and leaving them feeling cold. Just how cold can be determined using the Wind Chill Index, an equation used to calculate a 'feels like' temperature.

SAT (°C)		Equivalent chill temperature (°C)									
		4	-1	-7	-12	-18	-23	-29	-34	-40	-46
Measured wind speed (mph)	0	4	-1	-7	-12	-18	-23	-29	-34	-40	-46
	5	2	-4	-12	-15	-21	-26	-32	-37	-43	-48
	10	-1	-9	-15	-23	-29	-37	-34	-51	-57	-62
	15	-4	-12	-21	-29	-34	-43	-51	-57	-65	-73
	20	-7	-15	-23	-32	-37	-46	-54	-62	-71	-79
	25	-9	-18	-26	-34	-43	-51	-59	-68	-76	-84
	30	-12	-18	-29	-34	-46	-54	-62	-71	-79	-87
35	-12	-21	-29	-37	-46	-54	-62	-73	-82	-90	
40	-12	-21	-29	-37	-48	-57	-65	-73	-82	-90	
		Less Danger			Increasing Danger. Flesh may freeze within one minute			Great Danger. Flesh may freeze within 30 seconds			

Wind chill index chart from JSP 539

According to the Wind Chill Index, an air temperature of plus 4 °C will start to 'feel' freezing (below zero) when the wind speed exceeds 9 knots (10 mph). 9 knot winds are common at almost all locations, but over high or exposed ground winds frequently reach 20 to 30 knots (23-34 mph). At these speeds plus 4 °C will feel like minus 7 °C or below, significantly lower, explaining why the mountain feels so much colder than the valley.

So the next time it's cold and you have to climb a hill or mountain, exercise in exposed terrain, or simply need to be outside when the wind is strong, consider the wind chill – it may feel significantly colder than you expect.

If you require any further information or a Wind Chill Forecast, please contact Vicky Smiley – METO-Defence_Ops_Capability_Mgr@mod.uk

The Met Office uses the JAG-TI Wind Chill Index.



Night Running

With long winter nights and busy days, perhaps the only opportunity to take a run is after the sun has gone down!

While it is clearly safer to run in daylight, if you've no option, think about the following points for running in the dark...

- **Be Seen** – White, reflective or bright clothing is a must! Think about wearing reflective gear on your arms/legs/feet as well as your body. Drivers using headlights will see reflective material up to three times further away than non-reflective material.
- **Plan Your Route** – Well-lit and well surfaced routes are the safest. A prepared, familiar route means you are more able to concentrate on looking out for potential hazards.
- **Check Station or Routine Orders** – to see if there are local routes that are recommended – or equally, roads or routes that are out of bounds to runners.
- **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.
- **Watch Out for Hazards** – such as potholes, branches, uneven surfaces, 'silent cyclists' and other runners.
- **Carry a Mobile** – Ensure that you've got an 'ICE' (in case of emergency) number in your contacts list and some personal ID.
- **Train Hard but Don't Race** – Don't step into the road to get around pedestrians.
- **Leave the Music at Home** – You need to be able to 'tune in' to your surroundings – traffic, a cyclist's bell, footsteps, etc.
- **Be Sociable** – Run with a mate or join your local running club – there's safety in numbers!



See and be seen



Radiation Roundup

© Crown copyright

Safety of Radiation Holdings

You may not appreciate it, but much of the equipment held by Units contains material that emits radioactivity.

From rifle scopes to specialist test and measurement equipment, all items that emit radioactivity must be recoded by the Unit. This is then submitted to DSTL on a formal holdings return.

Moving or closing site? What to consider in respect of your radioactive holdings...

Changes within the Army mean that units are moving to different locations and closure of sites is happening both in the UK and abroad. Consideration of radioactive material holdings needs to be given should moves or closures occur. For example, it is good practice to undertake close-down surveys in areas where radioactive material has been stored if the storage area will be used by another unit or if the site is closing down. Frequent musters of radioactive equipment will also minimise the potential for radioactive items to be mislaid during the move, thereby avoiding the hassle of prolonged investigations and regulatory notifications if items are lost.

When moving to a new location in the UK, the HSE should be informed via notification (see JSP 392, leaflet 3). However, if you are becoming a lodger on a larger unit, the HSE notification may already be in place. Check this by either contacting Dstl or the site's overall Radiation Safety Officer. The HSE also needs to be notified when a site in the UK closes. Notifications to the HSE can now be carried out online via the following link: <http://www.hse.gov.uk/radiation/ionising/notification.htm>.



Annual Holdings Returns have the unit address listed, so also inform Dstl of the change of address so this document can be sent to the correct location. Certain documents and records may need to be handed to the DIO or sent to the MOD Archive (see JSP 392 Part 1, Section 3) on site closure.

Control of Artificial Optical Radiation

The Control of Artificial Optical Radiation (CAOR) Regulations 2010 requires employers to protect the eyes and skin of workers from exposure to hazardous sources of Artificial Optical Radiation (AOR). AOR is generated by ultraviolet (UV) lamps, high power light sources (including arc and mercury lighting), welding, infrared (IR sources) as well as lasers. These regulations impose exposure limits on sources of AOR.

Non-laser AOR sources can be broken down into three categories; safe light sources, sources that are safe under normal conditions of use and hazardous light sources. A list of devices falling into each category is detailed in JSP 392, Leaflet 37. If you are not sure whether your sources are hazardous contact your Radiation Protection Advisor (RPA).

Where workers are exposed to any other source of AOR an assessment should be carried out to ensure that they are being protected from potential overexposure.

However, for most sources action over and above identifying the sources will not be required.

Within the MOD, all military specific lasers (regardless of class), and all Class 1M, 2M, 3R, 3B and 4 lasers must have a Military Laser System Safety Assessment Certificate (MLSSAC) issued by the MOD Defence Laser Safety Committee (DLSC). The MLSSAC contains all hazard distance information required for that laser. Use of Class 3 and Class 4 lasers on a MOD site requires the appointment of a Laser Safety Officer (LSO) and laser safety standing orders. Training must be undertaken by LSOs in order to qualify them for the role.

Control measures must be put in place where workers can be exposed to hazardous (or potentially hazardous) AOR sources to reduce risks to a level which is as low as is reasonably practicable. Such measures should be captured in a suitable and sufficient risk assessment. All UV sources require local orders.

All hazardous non-laser AOR sources should be included in the Annual Holdings return compiled by each unit and submitted to Dstl. The use of AOR (non-laser) is regulated by the MOD – refer to JSP392, Leaflet 37 and lasers in JSP 390.

Further Advice

The Radiation Protection Advisor for DSTL RPA Body is Mr Graham Hughes
on Mil: 9 380 68142,
or Civ: 02392 76 8142.

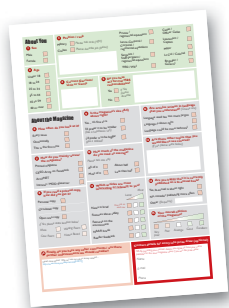
Reader Survey Feedback

In the last issue we asked readers to complete a short survey to provide feedback and help shape the future of this magazine. As an added incentive, we offered a £100 Amazon voucher to one lucky reader.

And the winner is...



WO1 Hugh Wotherspoon at 51st Infantry Brigade and HQ Scotland, Forthside, Stirling – whose name was drawn using a random number generator on 1st October 2015 by new CESO(A) Col Andrew Lambert. Congratulations to Hugh and thanks to everyone that took the time to provide feedback – it's really appreciated. We received 123 responses, the vast majority of which were sent to us using the 'hard copy' forms distributed with the magazine.



The results

It was great to hear that some 98.3% of readers consider the magazine to be either good (54.5%) or excellent (43.9%), with just two responses of 'average' and no-one stating poor or very poor. Praise indeed. Of course, we're not daft and appreciate that if you want to win £100, you'd perhaps be unlikely to score the magazine badly. However, there could easily have been far more 'average' ratings, so we're inclined to believe that we're generally doing the right thing and that the positive response is genuine – backed-up by feedback received in the 'any other comments' box. Also, it's reassuring that 99% of you consider that the language used is about right and not too 'jargon-ey'. Thank you all!

Reader demographic

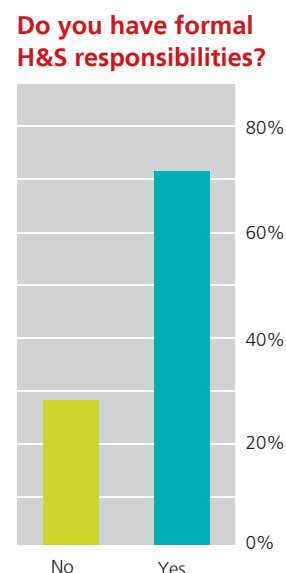
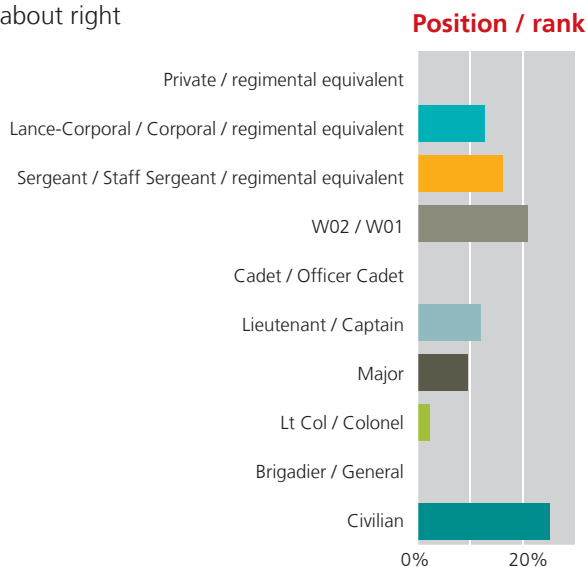
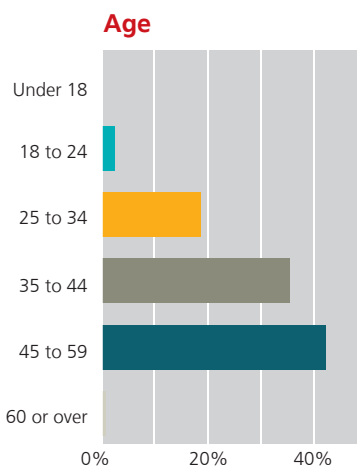
If by any chance you are male, aged between 45 to 59, have formal H&S responsibilities and read a printed copy of the magazine (all of it) each issue – then you're in good company and very typical of our readership! No real surprises there – it's a similar response to when we last ran a reader survey five years ago. What is slightly surprising and perhaps a bit disappointing is to learn that our female readership seems to have declined from 16% in 2010 to 11.5% in 2015 (although the sample size is relatively small). However, this does seem reasonably in line with official government statistics that women represent 8.9% of the Regular Army*.

* Defence Personnel Statistics, House of Commons Library, 26 Sept 2014

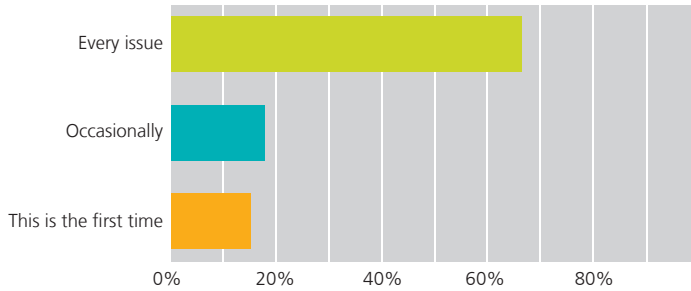
Magazine content

It's really interesting and helpful to read your ideas for future magazine content, whilst also being a bit bemusing on occasion when we thought we'd already given some topics good coverage in recent issues. Perhaps this highlights how the Army's 'SHE workforce' is constantly evolving – our readership changes as people move on to different roles, reinforced by the 15% of respondents who said this was the first time they'd read the magazine. This has prompted us to highlight how to get hold of back issues. See page 17.

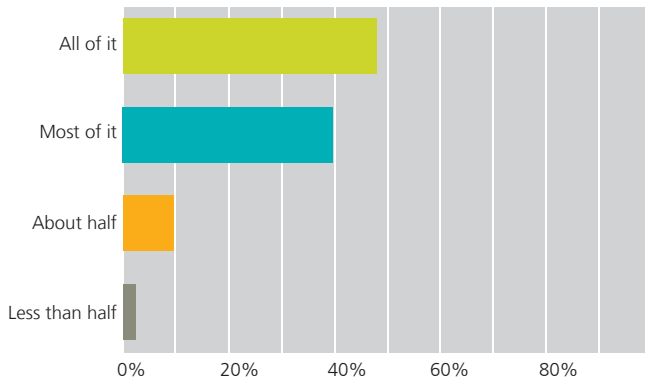
This aside, the following is a brief summary of some of your ideas for future topics – a few of which you'll spot in this very issue. And whilst we're talking in terms of taking on board feedback, you'll spot that we've reduced the size of 'NAAFI Break' to allow more space for other stuff – it seems that readers might prefer more focused content than 'putting their feet up'.



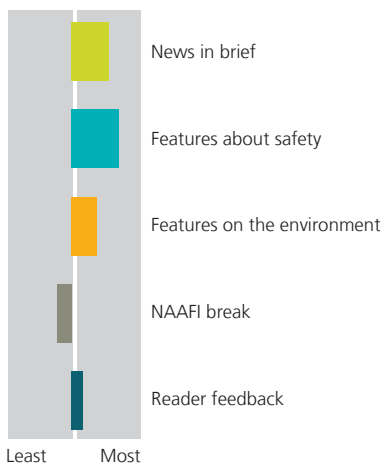
How often do you look at the magazine?



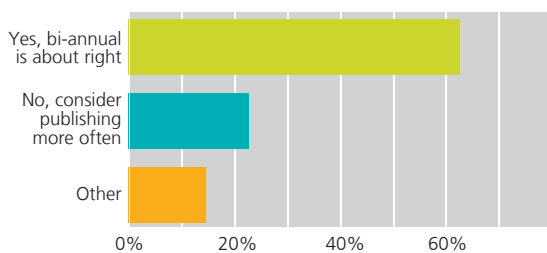
How much of the magazine do you read?



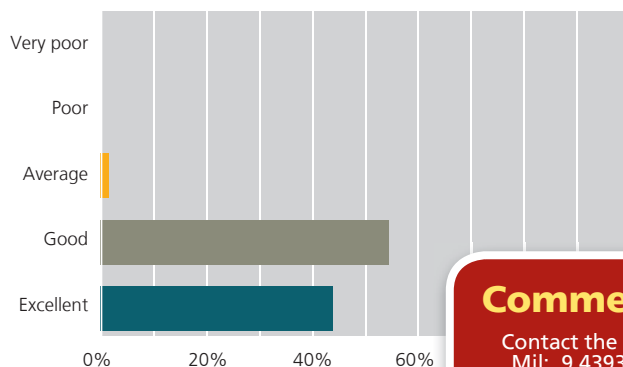
Which articles are most interesting or relevant to you?



Are you happy that it is currently published on a bi-annual basis?



Your overall opinion of the magazine



Some of your content ideas

- Car sharing / commuting. (See page 9).
- Energy and recycling, fines caused by failures / KPIs.
- Energy matters case studies.
- Feature in each issue on the leaflets and parts of JSP 375.
- Greater focus on fire safety, especially accommodation blocks.
- How AINC and DefAIB work.
- Incident statistics, including trends and lessons learned.
- Interview with SO2 / SO1 SHEs (see page 6).
- More environment related features.
- More on ammunition.
- More on how to implement / control safety.
- More posters.
- Pocket guides on other subjects such as waste streams.
- Quick check phone list more prominent (see back cover).
- Radiography (see related article on page 21).
- Recycling.
- Road safety.
- Road safety breaches.
- Step by step guide on events licensing. (See page 10)
- The future of USEAs (see related article on page 6).
- Tri service section.
- Vehicle speeding.
- Workplace safety example articles.

Comments?

Contact the Editor:
 Mil: 9 4393 7037
 Civ: 01264 887 037
 E-mail:
 ArmyLF-CESO-Mailbox
 @mod.uk

“HS&EP can be a very dull subject, however, how you cover this subject in your magazine makes a dull subject a lot more interesting”



Phone List

Please note that CESO(A) has just moved to a new location within Blenheim Building, Andover. Therefore our numbers have changed. To convert the following Mil numbers to Civ, dial 01264 88 and then add the last 4 digits.

CESO(A)	
CESO(A) – Col Andrew Lambert	9 4393 7051
SO1 Trg – Lt Col Richard Thorpe	9 4393 6791
SO1 H&S – Amanda Tyler	9 4393 7060
SO2 EP&SD – Simon Morriss	9 4393 7624
SO1 Audit – Lt Col (Retd) Ian Tennent	9 4393 7627
SO1 Safety Management – Ian Groom	9 4393 7058
SO2 Lessons – Sharon Foster	9 4393 6794
SO2 IM / Comms – Darren Elkins	9 4393 7037
SO3 Comms – Keven Mundy	9 4393 7059
CESO FAX (Mil)	9 4393 7607

AINC	
AINC Contact Point	9 6770 3661
OIC AINC – Maj (Retd) Trevor Johnson	9 4393 7634
SO3 AINC – Angie Pidgeon	9 4393 7644
AINC FAX (Mil)	9 4393 6889

DefAIB	
DefAIB 24hr Duty Number	03067 988 276
Hd DefAIB – Vacant at time of press	01252 533 530
SO1(A) – Lt Col (Retd) Roger Fellowes	9 6798 6588
SO1(B) – Andrew Neary	9 6798 6589
SO1(C) – Lt Col (Retd) Ranald Blue	9 6798 6590
SO3 (PD) – Christopher Oakes	9 6798 6592
WO1 (MD) – Jay Kinge	9 6798 6594
WO1 (SIB) – John Horne	9 6798 6593
SO3 (SASC) – Capt Mark Douglass	9 6798 6591
SO3 CM – Vacant	9 6798 6595
Office Manager – Alan Draycott	9 6798 6596
DefAIB FAX (Mil)	9 4391 7551

To convert DefAIB's numbers (right), dial 0306 798 then add the last 4 digits. For External Fax, dial 01264 381 551

NAAFI Break

Wordsearch – Equipment of the British Army

- 1TAM14
- APACHE
- BAYONET
- BELL 212 HP
- BOWMAN
- CHALLENGER 2
- FV 103 SPARTAN
- JACKAL
- L121A1
- L132A1
- L74A1
- L7A2
- L85A2
- L86A2
- L9A8 BAR MINE
- LASER LIGHT MODULE
- M82A1
- MASTIFF
- RAPIER
- STARSTREAK
- TERRIER
- WARRIOR
- WATCHKEEPER

L	8	5	A	2	3	5	A	D	E	V	J	4	5	A	4	I	U
E	K	B	E	L	L	2	1	2	H	P	D	4	Y	P	F	S	B
7	F	C	3	7	5	8	L	W	M	W	E	P	O	A	Y	S	O
W	X	E	4	A	Q	H	1	T	A	M	1	4	Z	C	J	U	W
A	V	S	O	2	W	Z	2	B	S	N	R	E	W	H	5	E	M
R	2	O	5	A	S	8	1	D	T	V	B	7	K	E	A	5	A
R	C	E	W	A	J	H	A	G	I	P	I	U	1	9	7	2	N
I	3	L	1	3	2	A	1	7	F	A	S	J	U	I	E	F	L
O	X	S	C	D	X	D	E	F	F	U	4	8	L	7	4	A	1
R	7	H	Q	W	A	T	C	H	K	E	E	P	E	R	R	T	C
J	E	D	I	O	5	3	K	Y	L	O	S	W	6	8	C	O	T
6	X	L	A	S	E	R	L	I	G	H	T	M	O	D	U	L	E
H	M	J	U	I	P	O	3	8	S	C	A	B	V	M	F	8	R
L	8	6	F	V	1	0	3	S	P	A	R	T	A	N	R	6	R
E	2	S	5	6	K	L	F	G	F	O	S	T	E	R	I	A	I
I	A	D	7	A	B	A	Y	O	N	E	T	3	D	V	P	2	E
A	1	J	U	M	P	1	2	D	O	N	R	H	N	C	I	T	R
R	A	Y	C	H	A	L	L	E	N	G	E	R	2	4	7	U	0
H	E	D	I	4	Z	L	9	A	8	B	A	R	M	I	N	E	3
R	A	P	I	E	R	B	G	J	A	C	K	A	L	5	H	A	N