Improving the Reporting of “Near Misses”

Discussion Slides prepared by John Kerrigan Managing Director
Kalsafe Ltd www.kalsafe.com
Sources of Safety Data that we can use to Improve our Safety Performance

Incident / Near Miss Reporting

STOP/Behavioural Based Auditing (BBS)

HSE Observations

Data for Analysis & Corrective Actions
Focusing on What is a Near Miss?

A Near Miss…

…..Is an incident that, under slightly different circumstances, could have resulted in an injury, fire, discharge, spill or leak, vehicle accident or property damage
Why we want to know about Near Misses?

Statistics show that approximately for every 600 Near Misses there is a significant probability of a Major Incident.
October 1999

A Train went through a Red Light at Ladbroke Grove in London

It had happened 634 times before

634 Near Misses !
Why we want to know…

The 635 Red Light occurred and 31 people Never went home for Dinner that Night or any other Night.
Why we want to know…

More reported Near-Misses after corrective actions lead to FEWER serious injuries.
Why we want to know…

- The frequency of Near Misses could be very high & unreported leading to a significant probability of a Major Incident (train wreck)

- To identify activities/practices that are unsafe and to ensure countermeasures are in place before an incident occurs

- To Identify trends and “pin point” where we can proactively prevent or correct common problems.

- To share information and countermeasures across the business.
Why are we Under Reporting Near Misses?

Possibly a Combination of:

- **Type 1 Scenarios**
  - Not knowing what Near Misses are and just classifying them as STOP’s or HSE Observations or just not seeing them and therefore not recording them (being unaware)

- **Type 2 Scenarios**
  - Knowing there has been a “Near Miss” and not recording* the Occurrence because of fear of:
    - Supervisor/Manager Disapproval
    - Being terminated or disciplined e.t.c
  - * Or deliberately downgrading it to a STOP or BBS
What can we do to Improve Reporting...

- Communicating what a “Near Miss” is to employees and why need to report and investigate them

- Reinforce the above by giving Examples of what we mean by Near Misses and how they differ from STOP’s, HSE Observations & BBS’s

- Explaining that reporting Near Misses will reduce the chance of you being injured or a fellow worker

- Ensuring all employees are reminded of their responsibilities to report Near Miss incidents
What is the difference between an BBS, HSE Observations, Near Miss and an Incident?

<table>
<thead>
<tr>
<th>STOP/BBS (proactive input)</th>
<th>HSE Observations (proactive input)</th>
<th>Near Miss (reactive output)</th>
<th>Incident (reactive output)</th>
</tr>
</thead>
<tbody>
<tr>
<td>An HSSE conversation based on observation which has resulted from a planned event/decision by the instigator to engage an individual. It should result in commendation or locally agreed resolution. Typically pre-planned and can be applied to any HSSE theme</td>
<td>An HSSE Observation &amp; correction which has resulted from an event/decision by the instigator to engage an individual or report an unsafe condition. It should result in commendation or locally agreed resolution. Typically not planned based upon an unplanned opportunity to intervene</td>
<td>An undesired event, that under slightly different circumstances could have resulted in harm to people, damage to the environment / property or loss to process</td>
<td>An undesired event, that results in harm to people, damage to the environment / property or loss to process</td>
</tr>
</tbody>
</table>

**Reporting Responsibilities**

| Targets set for individuals & audits recorded by BBS Auditors who monitor & ensure closure | Targets set for observations & recorded by Observers who monitor & ensure closure | Everybody on site has a responsibility to report | Everybody on site has a responsibility to report |
Examples Illustrating the difference between Near Misses & SOC’s & BOSS’s

- The following slide gives an example to assist understanding of the difference between Near Misses and STOP’s /COP’s
### Transportation of Personnel by Company Car between Sites

<table>
<thead>
<tr>
<th>Incident</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver does not see motor cyclist and hits rear of motorbike with front near side of the car resulting in injury to rider.</td>
<td>Incident</td>
</tr>
<tr>
<td>Near Miss</td>
<td>Driver does not hear or ignores instruction and continues with call. Shortly after the driver does not see a motorcyclist in the road and has to swerve at the last minute.</td>
</tr>
<tr>
<td>HSE Observation</td>
<td>During journey driver takes call on mobile phone and is asked to end call.</td>
</tr>
<tr>
<td>STOP/BBS</td>
<td>Conversation with driver prior to journey about approach to seatbelts and mobile phones. Driver agrees to ensure Personnel use seatbelts and confirms that he won’t use mobile while driving.</td>
</tr>
</tbody>
</table>
Near Misses

After experiencing a Near Miss the usual response is…

…to dust yourself off, consider yourself lucky and carry on with your work without reporting the incident.

Safety has nothing to do with luck
REMEMBER

Luck is like the Sands of Time

It will run out…
Some will be Injured
Some will Die
We to Report your Near Misses and help Save Lives
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