



Safety Conclave by PNGRB

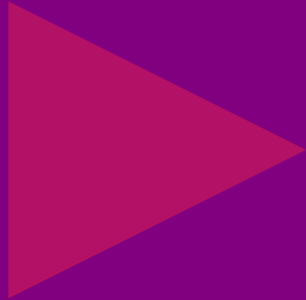
17th December 2024

BY : NITIN PATIL : IGEM - AMBASSADOR FOR INDIA

Safety Moment



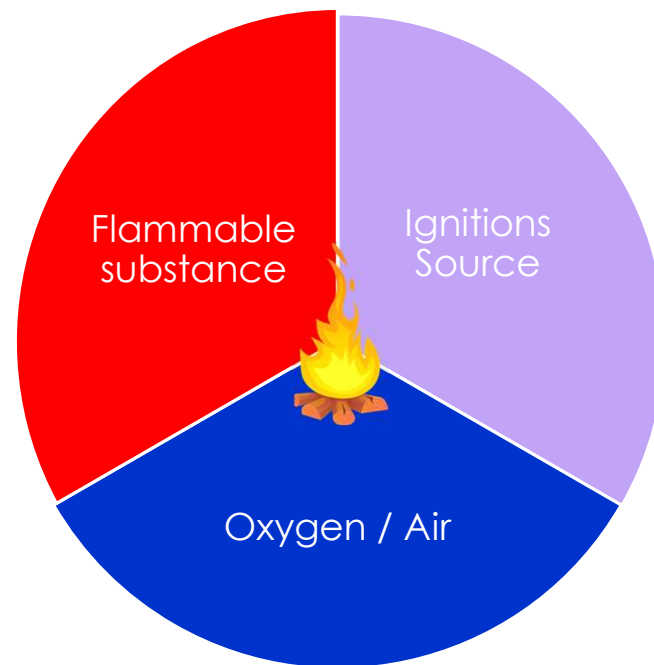
Where do we stand ?????



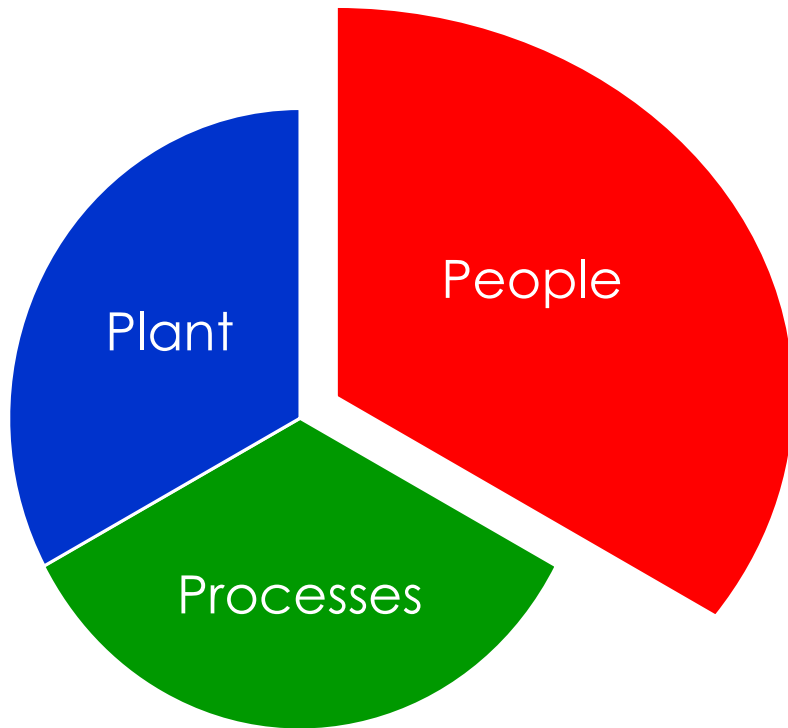
BBS

▶ Is it Bhagwan Bharose Safety

We know this



How much we know this



A mandatory journey – from BBS to

Pathological

Who cares as long as we are not caught

Reactive

Safety is important, we do a lot every time we have accident

Calculative

We have system in place to manage all risks and hazards

Proactive

We work on the problems that we still find

Generative

Safety is built in a way we work and think

Best practices – we may like to adopt

- ❖ And foremost – Make all concerned aware > Educate them > Train them
- ❖ Exchange & share knowledge in all forms / forums
- ❖ Few of the best practices – while being mind full of local needs
 - ❖ Bow tie model ●
 - ❖ Swiss Chees model ●
 - ❖ Enhance Safe Behavior (ESB) Model ●
 - ❖ Lessons to be learnt (L2LB) ●
 - ❖ Adopt Behavior Based Safety (BBS) ●
 - ❖ Safety Register entity wise and better to have a “National Safety Register”
 - ❖ Standardisations of trainings / processes / practices / equipment (wherever possible) across industry
- ❖ Importantly – Leaders – *Walk the talk*



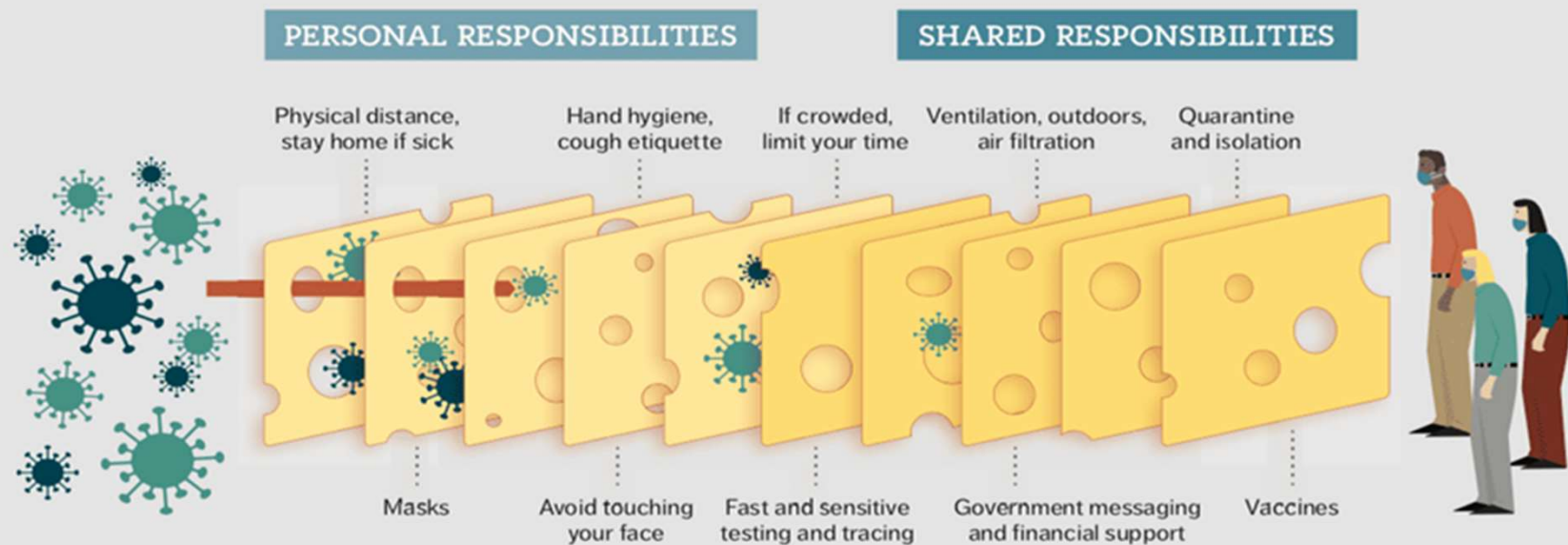
Safety : it's OUR business

BE SAFE & MAKE SAFE

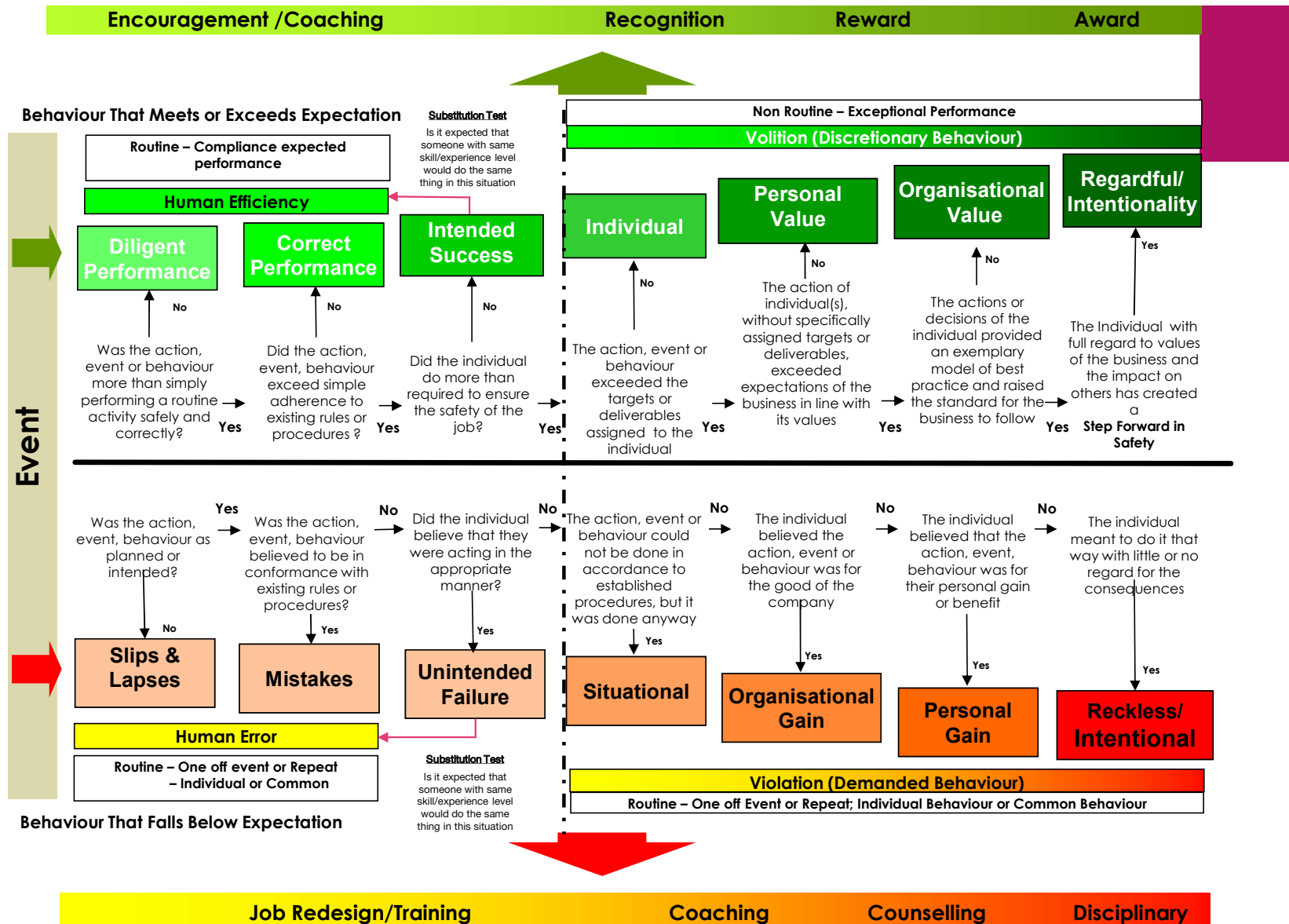
Connect with me : ambassadorforindia@igem.org.uk.

Best practicesSwiss Cheese Model





THE SWISS CHEESE MODEL



Source: Adapted from Ian M. Mackay (virologydownunder.com) and James T. Reason



Best practices – L2BL.....

Lesson to be learnt (L2BL)			Submit Form	BG GROUP 
LLB (Synergi Number)	30561	Location: BGEPIIL - Mumbai Shore Base Operations	Date:	6 July 2012
Incident Title: Driver suffered small cut on left side forehead - MTC				
Production Operations		Transport / Goods Handling		
Narrative: Around 1948 hours, Shore base Duty officer (DO) informed Shore base operation manager that M/s All cargo 10 T Truck slipped down a steep embankment by the side of the road while coming from JNPT to Veshvi. He received the information from contractor Supervisor that the Driver was injured. In the meanwhile, the Driver reached Shore base at 1951hrs on his own. The Shore base Paramedic who was on call nearby was immediately called to the Shore base and First Aid was given to the driver. Though the IP's vital parameters were found to be stable, the paramedic advised that the IP be evacuated to Fortis Hospital, Vashi for further check up. The same was done by the Shore base Ambulance at 2012 hours. The IP reached the Hospital at 2049 hours.				
Investigated Using REASON?:	Yes	Issuing AGM: Shaleen Sharma	E-mail for enquiries: Mark.Taylor2@bg-group.com	
Relevant Photographs				
				
Trailer stranded in middle of road	Truck crossing the trailer and oncoming trail	Truck slips down a steep embankment		
Key Immediate Causes:		Key Root Causes:		
1. Inappropriate Behaviour	2. Congestion	3. Illumination	1. Improper Behaviour - Improper Attempt to Save Time or Effort	
			2. Mental Incapacity - Poor Judgment	
			3. Inadequate Management Leadership and / or Supervision - Considerati	
Key Actions Suggested for Other Assets				
1. Sharing the lessons learnt with all functions where road transport is involved				
2. Develop process to monitor and improve driver behavior in absence of IVMS				
3. Assess high risk driving exposures for IVMS implementation				
4. Risk to be assessed for deviation of fleet movement and to be verified by next level as per authority matrix				
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Best practices – Behavior Based Safety (BBS)

Antecedent

A

What happens right **BEFORE** the behavior occurs? (This is sometimes called “the trigger.”)

Behavior

B

This is the behavior that the student does...
What does it **LOOK** like and **SOUND** like?

Consequence

C

What happens right after the behavior? Could it be reinforcing the behavior?

