

## Message from Operations

**What does it mean to deliver Safe, Reliable and Efficient operations?** No incidents? Operating within defined parameters? Achieving goals within prescribed time and budget? And **what about the outside influence on our operations?** At the Curtis Bay Terminal, in Baltimore Maryland, recovery operations from solar powered skimmers and above ground storage tanks were delivering Safe, Reliable and Efficient operations ... at least, until last month when the current third party operator, not wanting to exceed his NPDES, allowed a bermed area to collect rainwater – up to 2 feet in some areas. This water collection made our mostly empty 550 gallon AST achieve buoyancy and turnover. Certainly with new defined practices for Control of Work and Integrity Management, these types of risks are now being evaluated and mitigated ahead of time, so that this type of incident does not occur on new projects. However, with many existing projects (like this one) these kinds of **externally influenced third party risks may be going unnoticed.** Let's try to focus not only on new risks, but also on risks on these ongoing projects – and **consider which projects may need a new RA or a new look at CoW or IM.** – Greg Miller, Curtis Bay Terminal PM



## Contractor's

Brown and Caldwell (BC) recently received the **2010 Industry Leader Award from the National Safety Council** ([www.nsc.org](http://www.nsc.org)), in recognition of its 2009 safety record!

Fundamental to BC's safety program is its focus on **leading indicators (LI)**, measuring **predefined compliance and participation parameters.** BC HSSE Management defined

and implemented measurable criteria for personnel to meet, including both regulatory and internal requirements, such as **training**, meeting **attendance** and **safety inspections**, and then categorized them as either participation parameters or compliance parameters. A few other examples include **H&S field audits**, **distribution of H&S communications**, **annual update of EAPs** and **emergency drills.** As teams meet their compliance and participation goals, **management works with them to set new goals.** Says Jim Bucha, BC V.P. and Director of Health & Safety, **"It's all about progress and improvement."** In the 3 1/2 years since implementing the new LI focus, BC has

seen its internal HSSE goals and lagging H&S statistics improve significantly.



**FROM THE FIELD . . .** RM's Wood River, IL site (800 acres, RCRA Part B) once housed a refinery, chemical manufacturing plant, NGL storage caverns and pipeline distribution terminal. The site's numerous remediation systems include a GW recovery system that pumps millions of gallons of GW daily to the regional WWTP and maintains hydraulic control across the site. RM was recently given **2 day notice** by the US Army Corps of Engineers to conduct **an integrity inspection** of sewer valves and flood gates on RM's 72" sewer line running through USACE property, which meant shutting down this GW system while still maintaining hydraulic control. Coordinating a job of this scope, magnitude and timing, **RM took the lead on communications** for the USACE, notifying other affected parties (WWTP & Wood River Drainage and Levee District), appointing a PIC and **developing a SIMOPs plan.** RM coordinated shutdown with the Illinois EPA, locked out valves and electrical feeds, and drained the sewer line to detention ponds. With the short notice, **multiple parties and RCRA regulations**, PM Tom Tunnicliff notes that **communication was very important.** Even though RM was not responsible for the safety of the other entities, best practices were communicated with all, and the **inspection was completed successfully without incident.**

## Consider This . . .

With winter setting in and daylight savings time ending, it's a great time to review **winter work policies** with field crews.

**1 – Appropriate clothing** for wind, rain, snow, freezing temps; warm dry break/rest area

**2 – Visibility:** darker hours mean less visibility to others. Consider additional light sources, protective barricades; beware of racing the sun.

**3 – Winterization prep:** new O&M schedules, protection of equipment components from freezing temps, changes in site access.

**4 – Driving hazards:** are crew members trained and competent to handle icy roads, excessive rain, changing ground conditions.

## Additional Resources

**HSSE Bi-weekly communication** <http://rmhsse.bpglobal.com/communication/hsseweeklycommunication/2009/>

**Shared Learning** <http://rmhsse.bpglobal.com/communication/sharedlearninglessonslearnedsafetycommunicationsuccessstories/>

**SOCs Minute Resource Site** <http://socs.dataaccel.com/> (user ID: socs, Password: safety)

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## @Traction

Roughly half of RM's September incident reports were near misses; the other half included first aid, injury/illness (another recordable), loss/damage, material releases and security. Defective or failing **equipment** and **awareness of surroundings** played key roles in incident reports this month. **Inattentiveness** to surroundings, including onsite stationary obstacles, **while driving**, specifically **contributed to 4 reports.** **Ground conditions**, affecting drivers and/or ground personnel, **contributed to 11 reports.** **Be on the lookout for ground and driving hazards!**