

NWIFCA Quarterly Meeting: 17th September 2026

**REPORT NO.
5**

HEALTH, SAFETY & WELLBEING (HS&W) QUARTERLY REPORT

9TH JUNE – 4TH SEPTEMBER 2026

Purpose: For members' information.

Recommendations: The report is received.

1. Overview

Following feedback from members at the AGM, I have returned to providing my narrative on our health, safety and wellbeing initiatives and issues over the preceding period, as opposed to simply providing the quarterly H&S bulletin now being produced by our Health and Safety Competent Person, Robin Love; this bulletin is still provided however, in Appendix I.

2. Training (Q1 2026/27)

The following formal external HS&W-related training was undertaken in Q1:

Training Course	Type	Duration (days)	No. Officers Attended
Food Hygiene Level 2	Statutory	0.5	6
Abrasive Wheel Use	CPD	0.5	5
Safe Working in Water	CPD	2	18
Mud Rescue	CPD	1	18
De-Escalation (Basic)	CPD	1	22
De-Escalation (Advanced)	CPD	1	18

Total number of officer days on formal external HS&W related training: 99.5 days

One ML5 seafarer medical was renewed during this period.

3. Organisational Development

Robin has been leading on a comprehensive review of our risk assessments, working with our Health and Safety Working Group. This has culminated in all risk assessments being reviewed and rationalised

for ease of use, with obsolete ones removed, and others amalgamated and updated where appropriate. This exercise has also identified some gaps in our risk assessment portfolio, and Robin has been working with Science and Enforcement colleagues to address these.

Working with our Head of Administration, Alison, Robin has been developing a comprehensive H&S-related induction process for new starters, to be incorporated into a wider, new induction programme. This will include formalised steps to cover organisational policies and procedures, PPE provision, use and maintenance, and risk assessment training.

Finally, Robin has worked hard to develop a new procedure for investigating H&S-related incidents, which includes a stepped approach depending on the severity of the incident, clear responsibilities to relevant offices—from myself downwards, guidance on when incidents need reporting externally (e.g. HSE RIDDOR reports, or reports to the Marine Accident Investigation Branch), and template forms for the investigating officer to complete.

4. H&S Statistics

Statistics relating to H&S are reported on a financial quarterly basis for the most recently completed quarter, in this case Q1 2026/27:

- Near Misses = 3
- Incidents = 3
- Accidents = 0
 - (of which RIDDOR reportable) = 0
- Safety Observations = 3

Near Misses

The first near miss related to a lost of starboard steering onboard North Western Protector. This was traced back to a blown fuse which was rectified.

The next one involved a traffic incident in which an officer was driving one of our pick-up trucks and was forced to take evasive action by an oncoming lorry. Fortunately, this was in slow-moving traffic and only resulted in minor damage with the nearside wingmirror striking another vehicle in the adjacent lane. The incident was reported to the local Police as details could not be exchanged the other driver at the time. The wingmirror was refitted the same day to allow safe return travel and was inspected. Further investigation was undertaken into the officer's actions on the day, and the findings from this are being addressed with the officer by their line manager.

The final near miss in Q1 was due to the throttle on an all-terrain vehicle (ATV) getting stuck whilst in park. The throttle trigger was repeatedly pulled and released to dislodge sand and mud from the spring mechanism, which remedied the issue. The ATV was tested in the field, and no further issues were found. The cause was determined to be a combination of the vehicle not being inspected prior to use and it having not been adequately cleaned after previous uses. Comms were issued to all operational officers reminding them of their responsibilities to clean down ATVs after use.

Incidents

All three incidents during this quarter related to one patrol onboard North Western Protector. They related to a fuel hose leaking onboard the vessel's daughter craft, the RIB Protector Charlie. The pipe was subsequently replaced. The risk rating for this incident was deemed as high, due to the potential for a fire, and was exacerbated by no pre-patrol inspection of Protector Charlie having taken place. The second incident, on the same patrol, again related to Protector Charlie and concerned it not having a functioning plotter or sounder. These faults were known about before the RIB was put to sea, but operations were conducted anyway. The cause was recorded as the equipment not being properly maintained. Finally, again on the same patrol, one crew member onboard North Western Protector was observed not wearing a lifejacket whilst undertaking a static gear inspection which involved hauling and reshooting gear on deck. As a culmination of these three incidents, a formal investigation was instigated, and this resulted in relevant updates to our standard operating procedures. At the time of writing, our Head of Administration and Head of Enforcement were also in the process of making arrangements to speak to relevant senior officers with a view to making recommendations to me on appropriate action to address the oversights that led to these three incidents.

Mark Taylor, North Western IFCA CEO, 4th September 2026.

HEALTH & SAFETY BULLETIN



Reporting period: Q1
Year: 2026/27
Date: 07/07/26
Author: RL

QUARTERLY SUMMARY

A total of 15 observations were received across vessel, shore and office activities.
Observations included:

- Safety Observations – 3
- Near Misses – 3
- Damage – 2
- Incidents – 3

No injuries are recorded. The pattern is dominated by equipment issues and a cluster of vehicle incidents and ATV incidents. One positive behavioural observation for correct PPE usage.

Risk Scoring

Low	6
Medium	7
High	2

KEY THEMES IDENTIFIED

Competence, Training & familiarity

31% of observations

Key areas identified:
Environmental conditions, Decision making & Poor judgement

Equipment, PPE & Maintenance

50% of observations

The single largest theme.
Covers vessel systems (fire detector, plotter, fuel hose, hydraulics, exhaust, steering) and fleet assets (tyre defect, ATV throttle)

Supervision & Leadership

13% of observations

Key areas identified:
Understanding expected standards
Good use of Dynamic risk assesment

Staff Training

Safe Working in Water (Rescue 3)

- Operational staff

Mud Rescue (Rescue Europe)

- Operational staff

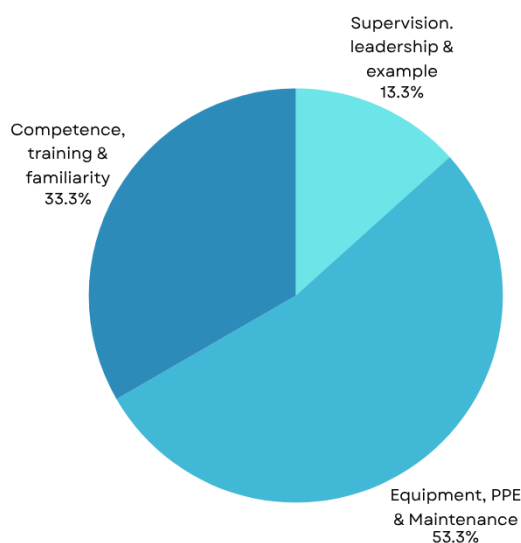
De-escalation Training (2 day course)

Everyday Self Defence - All staff

Abrasive Wheel (NWP Crew)

Food Hygiene (NWP Crew)

Observation themes



Metric	This quarter	Previous quarter	Trend
Observations submitted	15	17	↓
Positive observations	1	5	↓
Improvement opportunities	8	10	↓
Actions Closed	11	18	↓
Overdue Actions	7	0	↑

ACTIONS THIS QUARTER

This quarter we have continued progressing the 2026/27 Health & Safety Action Plan, developed following the GAP analysis of our current arrangements.

Key improvements underway include:

- Continued to address Risk assessment review and amendment processes.
- Completed staff training in Working in water and de-escalation techniques.
- Developing a structured incident and investigation response procedure.
 - Developed a new Intertidal ATV and foot patrol Risk assessment
 - Reviwing life jacket inspection, maintenance and PPE requirements
 - Noise exposure testing for ATV and vessel operations

Thank you to everyone who has contributed through the Working Group, safety observations and feedback. Continued involvement from staff is essential in helping develop a practical and effective safety system.

WHAT WE ARE WORKING ON

General H&S updates include

- New long-term PPE storage across the organisation (Continued)
- Bespoke in-house manual handling training (Delivered in Q3)
- Noise protections and procedure amendments
- Upgrading h&s systems onto seaflux



How to
submit
observations

Visit SharePoint or a nearby QR code



Safety Observation Form



This bulletin forms part of NWIFCA's active monitoring and continual improvement process under HSG65