Defence
Safety Authority

DSA 03-OME Part 1 (JSP 520)- Defence Code of Practice (DCOP) and Guidance Notes for OME Acquisition

Defence OME Safety Regulator

DOSR

DSA VISION

Protecting Defence personnel and operational capability through effective and independent HS&EP regulation, assurance, enforcement and investigation.

PREFACE

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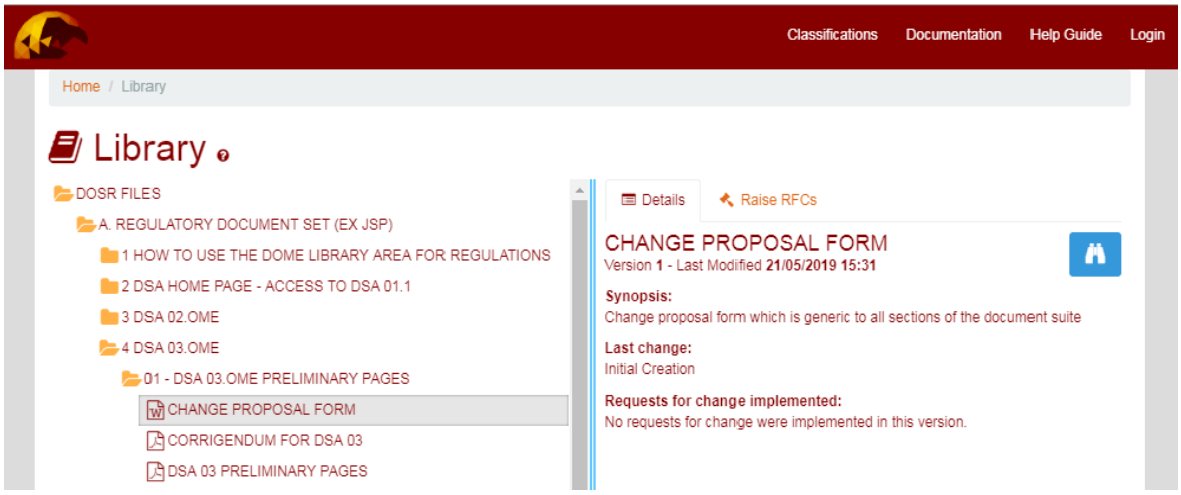

Figure 1. Change Proposal Form (Word version) Location

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5. Technical change proposals will need to be submitted to the associated Working Group for review and approval or rejection.

6. When incorporating changes care is to be taken to maintain coherence across regulations.

7. Changes effecting Risk to Life will be published immediately.

8. Other changes will be incorporated as part of routine reviews.

REVIEW PROCESS

9. The DOSR PRG team will ensure these OME Regulations remain fit for purpose by conducting reviews through the DOSR Governance Committees, involving all Stakeholders.

FURTHER ADVICE AND FEEDBACK

10. The document owner is the DOSR. For further information about any aspect of this document, or questions not answered within the subsequent sections, or to provide feedback on the content, contact:

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AMENDMENT RECORD

Version 1.0					
No	**Section**	**Para**	**Amendment Summary**	**Agreed**	**Date**

1 Overview

Overview

1. Organisations need to measure the overall effectiveness of the implementation of its Safety and Environmental Management System (SEMS) and to assess how well it is operating to planned arrangements. These requirements are detailed within Joint Service Publication DSA 01.1[1]. A low accident rate or a good performance rating, even over a period of years, is not a guarantee that risks are being effectively controlled and managed. This is particularly true within Ordnance, Munitions and Explosives (OME) where accidents or poor performance have a low probability of occurrence, yet significant major hazards exist.

2. There is a further requirement for both corporate management systems and project safety cases to develop a range of "leading indicators" that measure and provide assurance that policies and processes are being implemented and operating effectively, and to provide early warning of deterioration. The range of indicators should be regularly reviewed to ensure that areas of vulnerability and organisational change are being addressed.

3. Monitoring of safety performance against the predetermined plans and standards is a Project Team Leader's (PTL) responsibility. This process reinforces the commitment of management to the implementation of safety standards throughout the organisation and aids in the development of the organisation's safety culture.

4. Performance is measured against agreed standards to identify when and where improvements need to be implemented. Two types of systems are required to monitor performance, these are Active Systems and Reactive Systems.

5. The objectives of Active and Reactive monitoring are:

a. To determine the immediate causes of sub-standard performance.

b. To identify the underlying causes and the implications for the design and operation of the System.

Active Systems

6. These monitor the design, development, installation and operation of management arrangements, risk control systems and workplace precautions. For OME this includes monitoring of the equipment's SEMS and reporting of this through the Project Team (PT)'s Safety and Environmental Panel (SEP) and / or Safety and Environmental Management Committee (SEMC) where applicable.

7. The audit process can be used to verify that a SEMS is complying with planned arrangements, and whether these arrangements are implemented effectively and are

[1] DSA 01.1 - Defence Health and Safety and Environmental Protection.

suitable to achieve its aims and objectives. The audit requirements are defined in JSP520 Part 2[2].

Reactive Systems

Introduction

8. These monitor accidents, incidents, near misses, ill health incidents, system performance, corrective action and other evidence of deficient safety performance. For OME this includes reporting and management of all incidents through the Munitions Incidents Database (MID) Cell.

Requirement For Incident Reporting

9. DSA Policy requires feedback of all available information from the Duty Holder which may effect OME safety and have a responsibility to review significant trends in OME incidents / accidents, and directing further action as required.

10. Currently, MOD OME incidents, reported from the Land, Sea and Air domains, are routed through different reporting chains and are detailed in the domain specific documents i.e. Land (DSA03.DLSR.LSSR), Maritime (DSA03.DMR and JSP 862[3)] and Air (MRP[4]). Where this OME Safety Policy applies, there is a requirement for visibility of all OME incidents, and reporting procedures are detailed in DSA 03.OME (JSP482). In order to achieve this requirement, a tri-service reporting, recording and corrective action / measure system is required, with a centralised database managed by the MID Cell within Defence Equipment and Support (DE&S) Weapons Eng.

Incident Reporting Procedure

11. Details of all OME related Incidents, including all near misses, are to be reported to the relevant stakeholders as defined within the PT's Safety and Environmental Management Plan (SEMP), for example, Advising Authorities, Service Administrative Authorities (e.g. Navy Command Explosives). The MID cell is to have sight of every incident in order to achieve a global view of incidents and to search for trends that may not be evident to a single PT or Front Line Command (FLC).

12. The reporting of incidents to the MID Cell enables the administration of a comprehensive database of all OME related incidents. Reports are to be submitted to the PT and FLC with details of investigations, findings and recommendations pertaining to the OME system in accordance with DSA03.OME (JSP482).

13. The MID Cell is required to advise the D Weapons and DOSR TL of any Critical OME incidents[5] and advise D Weapons and DOSR TL of any significant OME incident trends. The knowledge behind what causes incidents is continually developing, allowing trends to be monitored. An annual report giving an overview of

[2] DSA 02.OME Part 1 Chapter 14: Audit.
[3] JSP862 MOD Maritime Explosives Regulations.
[4] MAA 01 Military Aviation Authority Regulatory Policy.

major OME accidents and incidents, and evidence of developing trends should be produced at the end of each calendar year and forwarded to D Weapons and DOSR TL.

Identification of Indicators and Measures

14. Objective evidence obtained through monitoring, measurement and audit shall be available to support management's view on the effectiveness of its management systems and the safety of OME Projects.

15. Over reliance on failure data to monitor performance (lagging indicators) can mean that improvements or changes are only determined after something has gone wrong. There is a need for a range of indicators that include performance data (leading indicators) to provide assurance that policies and processes are being implemented and operating effectively. Early warning of deterioration within key systems or processes provides an opportunity to avoid major incidents.

16. Performance measurement and audit systems should demonstrate more than compliance; they should focus on areas of significant risk and aim to deliver improvement in safety performance. Both success and failure should be learning experiences on which the drive for continual improvement can be sustained, and a culture that encourages upward reporting of both "bad news" and "good practice" should be pursued. Legislation, Regulations and Codes of Practice provide sources of mandated performance measurement of good practice and may have particular application for OME.