

SageSa

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Managing Safety

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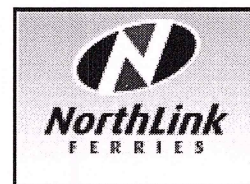
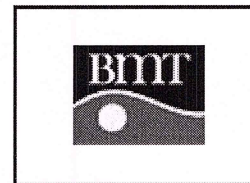
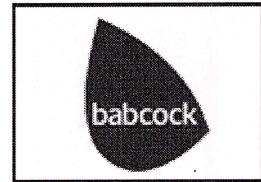
ask Sage

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Our Customers

Sage Safety is delighted to work directly with clients and is equally ver a major project team. Below the logos you will find descriptions of some of this work.

The company has worked in partnership with several major consult these logo links, which will take you into the work descriptions or to a



AMEC

Astute Submarine Berthing Facility

Sage Safety forms part of the core project management team for the c jetty facility for the berthing and support of the Astute Class submarin has included:

- * Setting up and operating the management structures to doc for the new infrastructure;
- * Providing the Chairman and Secretary of the Project Safety I safety case for the new infrastructure is integrated with that of
- * Setting up and operating the arrangements for Commissionin

- * Providing the Chairman of the Site Test Authorisation Group. built infrastructure is demonstrated to be compliant with the De

- * Undertaking the Normal Dose Assessment of the new facility.

In tackling the outline design for nuclear safety, Sage Safety identified the key risk. Alternative arrangements were examined and commercial pedestal cranes, which are intrinsically safe, were adopted as the low-risk

Sage Safety has provided the expertise to create the safety case for shelf cranes, undertaking the analyses, specifying the necessary enhanced technical reports for the fixed cranes and, in partnership with Clark & mounted in a self-propelled work boat.

Sage Safety produced the Normal Dose Assessment for the new berth using the new facility.

Faslane High Voltage System Modifications

Sage Safety carried out the Independent Peer Review of the nuclear modification to the high voltage distribution system.

HMS Neptune Accommodation Replacement and Miscellaneous Buildings

Sage Safety undertook the safety assessment of the nuclear implications of the Preliminary Safety Report, and has assessed and documented 10 minor works projects at Faslane and Coulport.

AMEC – Turner

Sage Safety has provided nuclear safety and command, control and communications Prime Contract (Scotland) and has managed and facilitated Hazardous installations to determine, based on risk, where modifications or enhancements

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Turner Facilities Management

Sage Safety has teamed up with Turner Facilities Management to assist the nuclear dockyard, providing specific expertise in nuclear submarines as well as safety management and compliance with safety procedures at Faslane

BMT Defence Services

Sage Safety provided the safety manager to orchestrate the JSP 431 related equipment project. The work included setting up and operating the equipment in accordance with the requirements of Defence Standard 00-55; identifying and justifying that the designs were safe and ALARP and for creation of a safety case.

The equipment entered service and operated entirely satisfactorily through the

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Mott MacDonald

Sage Safety provided subject matter expertise to the Periodic Safety Review by Mott MacDonald at the Clyde Naval Base. The work included supporting the nuclear safety critical features and ALARP reviews to determine and address outstanding small items.

Separately, Sage Safety provided the Shiplift Project Manager with the outline design of an alternative Floating Dock. Three novel schemes

option selected.

Babcock

Sage Safety assisted in the ISOLUS project, considering options for submarines. Here Sage's knowledge of the subject formed a valuable asset.

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BAE Systems

Sage Safety undertook a detailed comparison between different versions of publications to determine the impact on a contract to supply nuclear submarines in allocating the costs and any potential delays attributable to the characteristics.

Scottish Universities Environmental Research Centre, East Kilbride

Decommissioning and delicensing the 300Kw research reactor

Sage Safety fully researched and costed a decommissioning method for a contractor, intended to offer a minimum cost approach, making use of the expertise eventually awarded elsewhere.

Sage Safety was subsequently contracted to produce the delicensing document, a straightforward document, satisfying the requirements of the Regulator by a level of technical annexes, with further detailed survey results attached to these.

The delicensing became complicated when, to satisfy the "no risk" criteria, legal experts that no radioactive sources could be present on site at the site, stopped much of the ongoing work of the Establishment, and it was carried out in two stages, firstly by varying the site boundary to exclude the site of the licensed site. The second stage would delicense the remainder of the site.

This dual approach was essential so that the cleared reactor site and the radioactivity associated with the past operations, could be dealt with before any work on the reactor had left or retired.

The final solution, now being assessed by the Regulator, was to vary the site to one room, the radioactive sources' store, effectively delicensing the sources would be placed in the store for a short period of days only, licensed under the Nuclear Installations Act, to being regulated under the Act, all sources would be moved onto the regulated site to their places, surveyed and being found clean the site would be delicensed, the store would be returned and the sources not in current use returned.

Sage Safety were involved throughout this process, keeping close contact. Throughout the process, the aim was to retain the simplicity of the delicensing site presented no risk to the environment, public or workers.

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British Waterways (Scotland)

British Waterways own the port of Ardrishaig, where timber export by road, had increased considerably. In 2006, the volume increased to some 150,000 tonnes and although there was a sound safety management system in place a company decided to carry out a review.

Sage Safety was invited to see whether the increased volume of timber required additional measures and to examine the overall safety management arrangements.

The safety management system was examined from a Port Marine Safety perspective and found to be soundly based. Some minor recommendations were made. A formal report was submitted.

carried out in conjunction with local staff and haulage contractors, some existing recognised hazards and the identification of some new o

Many of these newly identified hazards had been recognised by our reduce the risk. One benefit of this independent review was to trigger measures taken to mitigate hazards and minimise risk. From a s important that the record of hazards and mitigation are complete.

To assist in the presentation of the results, the outcome was tune recording system in use, which was based on potential accidents. Sag existing arrangements, unless it is apparent that changed circumstanc

The outcome assessed that the operations were being safely ca understood the hazardous nature of the work. This review showed experts from time to time.

Northlink Ferries

Sage Safety was involved with Northlink Ferries from their outset. This small core of senior staff, with almost every aspect of the operat management arrangements became very important, to enable the co done in their name were safe.

Sage Safety advised on the safety management arrangements to ach the main subcontractors were examined and recommendations mad assured of continuing safety of the operation.

The document trail was kept to the minimum necessary to achieve that such documentation should be simple, fit for purpose, readily und.

Crisis management was also covered, with Sage consulting with th building on their experience with the nuclear and oil industries to re Advice and training on the conduct of emergency exercises were given

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