



Building on strong foundations

We review how people interface with the equipment and systems around them. We examine potential causes of stress and fatigue, and the quality of the systems and procedures that people have to follow. Showing care about how work is being done and acting on concerns raised, can help drive a learning culture – one which we hope can consistently and incrementally make the workplace safer. Through our work on diversity, equity and inclusion (DE&I) and our code of conduct we also aim to support people to speak up about any safety concerns they have.

Safety during the COVID-19 pandemic

At the time of writing, with the COVID-19 pandemic ongoing, we are taking steps to support our people. Precautions in our operations and offices, together with enhanced guidance, are focused on safety, hygiene and health, including mental health. Decisions about working practices and returning to office-based working are being made in compliance with local and national regulations, taking into account relevant guidelines.

During 2021, COVID-19 pandemic-related travel restrictions affected our ability to get people to and from our operations. This had human and operational consequences. Those who could travel often faced extended periods away from home, at their workplace or in quarantine, which led to concerns about possible fatigue.

We managed these concerns as directly as possible and provided ongoing information about burnout and stress management, for example through our globally accessible Employee Assistance Programme.

At an operational level we needed to defer some scheduled activities, however plans are in place to address the impact of this.

Despite the challenging circumstances presented by the pandemic, we remained focused on safety; for example, we held our annual contractor and supplier events for operations and project safety virtually, in October 2021.

Personal safety

In 2021, we recorded an increase of 24% in our recordable injury frequency (RIF) and an increase in 16% in our days away from work case frequency (DAFWCF) compared with 2020, a year in which both were at an historic low due to the pandemic impacting the nature of work undertaken.

Compared with 2019, in 2021 our RIF slightly improved and, except for 2020, it was better than any time in the past 15 years. For absolute injuries, there was a small increase in recordable injuries (RI) between 2021 and 2020, and a small decrease in days away from work cases (DAFWC) during the same period. In 2021, DAFWC were at their lowest ever recorded level.

Driving safety

Ten severe vehicle accidents (SVA) occurred in 2021 (2020 five SVAs) while kilometres driven for bp fell by 18% compared with 2020.

We are focusing on improving driving safety. In 2021, we carried out a driving safety campaign for some of our employees to raise safety awareness for those returning to driving after commuting less due to the pandemic.

Process safety

The overall downward trend in tier 1 and tier 2 process safety events (PSE) continued in 2021. Our combined PSE have generally decreased over the last 10 years, apart from in 2019. We had fewer tier 1 and tier 2 PSE in 2021, with one fewer tier 1 PSE and seven fewer tier 2 PSE, compared with 2020.

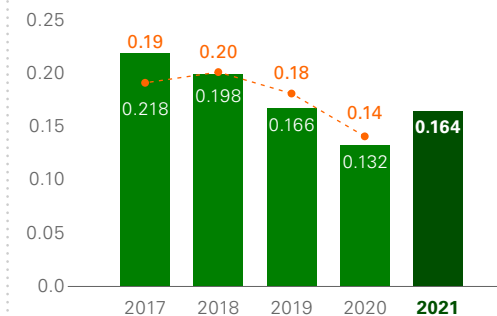
Work is continuing on a number of process safety focus areas including risk management and learning. These are intended to further strengthen our OMS, process safety barriers – which are physical or non-physical means to prevent, control or mitigate accidents – and consequently our safety performance.

Spills and spills prevention

We have made progress in preventing and reducing spills over the past 10 years. However, the number of oil spills^e in 2021 was 121, the same as in 2020.

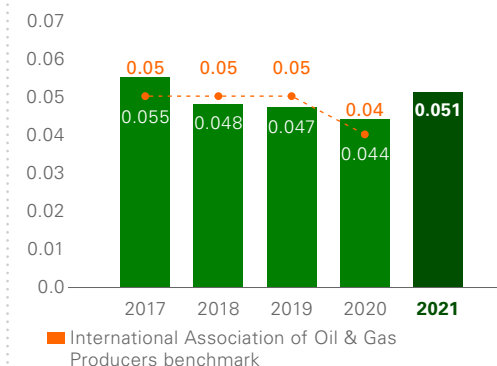
Recordable injury frequency (RIF)^{a,b}

(workforce per 200,000 hours worked)



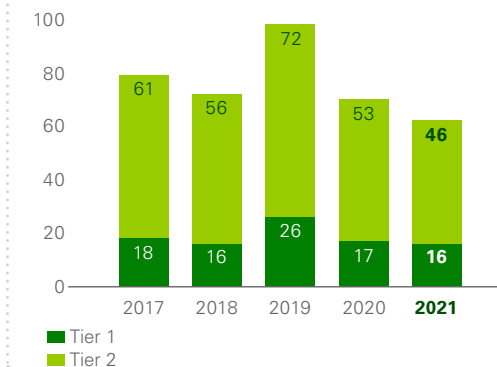
Days away from work case frequency (DAFWCF)^{a,c}

(workforce per 200,000 hours worked)



Process safety events^d

(number of incidents)



a IOGP 2021 data report is not available until May 2022.

b The number of reported work-related incidents that resulted in a fatality or injury.

c The number of incidents that resulted in an injury where a person was unable to work for a day (or shift) or more.

d Tier 1 events are losses of primary containment from a process of greatest consequence – causing harm to a member of the workforce, damage to equipment from a fire or explosion, a community impact or exceeding defined quantities. Tier 2 events are those of lesser consequence.

e The number of accidental or unplanned losses of hydrocarbon from primary containment from a bp or contractor operation, irrespective of any secondary containment or recovery. Oil spills > 1bbl are defined as any liquid hydrocarbon release of more than, or equal to, one barrel (159 litres, equivalent to 42 US gallons).