



# HSE NEWS

WORKING FOR YOU TO KEEP YOU SAFE

## Latest HSE Statistics YTD 30 April

	2013	2014
Workplace fatalities	1	1
Non-work related fatalities	3	0
Non-accidental deaths (NADs)	3	9
Lost Time Injuries (LTIs)	16	21
All injuries (excluding first aid cases)	65	62
Motor Vehicle Incidents (MVI)	37	33
Roll over - MVIs	11	12
Serious MVIs	NA	15
Lost Time Injury Frequency (LTIF)	0.29	0.36

## Life Saving Rules Violations YTD 30 April

Journey management	26
Speeding	20
Seatbelts	18
Overriding safety device	1
Working at heights	1
Permit	0
Confined space	0
Lock out tag out	0
Drugs and alcohol	0
Gas testing	0

## Latest Class A/B Violations YTD 30 April

Class A	83
Class B	1392

## HSE TIP

Always wear your seatbelt. It is the most likely aid to save your life if you lose control and roll over

## Important News



One morning in April, an Assistant Driller suffered a severe workplace injury fracturing his leg and he will need at least 6 weeks to recover. This happened when a forklift truck transported a pipe suspended by a webbing strap from one of the forks. When the forklift reached the place to drop the pipe down, the driller held onto the strap to stop it swinging. He took a step

back and tripped over another pipe and in doing so he pulled the strap off the fork causing the pipe to land on his leg. You must never stand in the line of fire where a load can fall on you and doing that is a serious non-compliance. Remember to comply, intervene and respect – always.

## What You Need to Know

### A Warm Welcome:

This new fortnightly HSE newsletter will keep you informed on HSE updates and the latest HSE performance. Each edition will cover subjects on safety/environment and health issues interchangeably. It will also include a simplified guide to explain a query we have received. Good communication is vital in a successful organisation so please use it to share info with your teams.

### Workplace Safety

The new Working at Height Specification SP1257 was issued from MSE which contains a wealth of new guidance to help ensure your scaffolding is safe and secure. Make sure your Contract Holder has provided you with a copy.



### HSE Website:

We are aware that many contractors are having problems accessing various parts of the PDO HSE website and we are liaising with our IT department to identify the problem and rectify it so that you have access to the most up-to-date guidance and support from PDO. Anyone who continues to experience problems is requested to contact their Contract Holders in order for the issue to be resolved via IT Helpdesk.



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## HSE Advice Note

### Avoid confusion on classifying motor vehicle incidents.

A recent incident proved that HGV road accidents can be difficult to classify quickly.

The questions we need you to ask are:

“Was the vehicle transporting PDO or PDO contractor people, goods or material for a PDO contract, project or activity?”

“Is there a mixed load of goods on the same lorry, some of which are not for PDO?”

“Was the leg of the journey the crash happened on being journey-managed by PDO or a PDO contractor?” (see diagram)

“Which PDO team/contractor was the delivery being made for and which directorate?”

The above information can be obtained from the driver, the journey manager, the logistics manager, the journey plan, the bill of landing or the purchase order.

When you have established it was a PDO load on a PDO-related journey and which directorate is

the customer, then they need to be informed to ensure the investigation and notification process is started.

In cases of dispute where several reporting lines are involved in the incident then it rests with the line in the following order:

1. Reporting line that suffers the most severe injury, damage or loss.
2. Reporting line responsible for supervising the activity most relevant to the causation of the incident.

In disputes, MSEM adjudicates and decides or the Duty Director if MSEM is not available.

