



HSE NEWS

WORKING TOGETHER FOR SAFER WORKPLACE

The target audience for this newsletter is PDO Staff and contractors community.

Important News

Journey Management Control Centre: PDO's eyes for robust Road Safety

With more than 300 million kilometres driven every year for PDO operations, road safety remains a highly exposed risk area for the Company. While there is gradual improvement on the motor vehicle incident rate (MVIR), PDO still suffers from non-compliances on road safety such as journey management violations, speeding and seatbelt usage. As a statistic, various violations are being captured which are based on individual behaviours. Listed non-compliances represent more than 80% of all road safety related non-compliances. In Vehicle Monitoring Sys-

tem (IVMS) requirements were mandated several years ago in all PDO contracts.

The Journey Management Control Centre (JMCC) was established as a supporting structure in January 2016 to oversee the whole set up and provides assurance on the effectiveness of IVMS implementation, given that there are over 8,500 vehicles and more than 15,000 drivers in operation. The main objectives of the JMCC are to support PDO and contractors' measures in changing drivers' behaviour and saving lives in case of any emergency.



WHAT YOU NEED TO KNOW

JMCC provides IVMS training to Contract Holders and to all other PDO staff as needed. PDO staff as well as contractors are welcomed to visit JMCC (located in Room 28, Orange wing in the Old Building in MAF Office), to get a better understanding of JMCC's scope and work.



Latest HSE Statistics YTD as of 31 st July 2017		
(Same period)	2016	2017
Lost Time Injury Frequency (LTIF)	0.17	0.20
Workplace fatalities	2	0
Non-work related fatalities	2	4
Non-accidental deaths (NADs)	8	11
Lost Time Injuries (LTIs)	19	25
All injuries (excluding first aid cases)	119	93
Motor Vehicle Incidents (MVIs)	50	62
Roll over - MVIs	18	8
Serious MVIs	20	12
Vehicle Class A/B Defects		
Class A	42	
Class B	1097	
Life Saving Rules Violations		
Journey Management	24	
Speeding/GSM	35	
Seatbelts	42	
Overriding Safety Device	13	
Working at Heights	30	
Permit (PtW)	14	
Confined Space	0	
Lock Out Tag Out	5	
Drugs and alcohol	2	
Gas testing	9	
Smoking	13	
Suspended Load	22	
HSE Tip		
JMCC aims at improving drivers' behaviours, which is believed to reduce number of accidents and save lives.		



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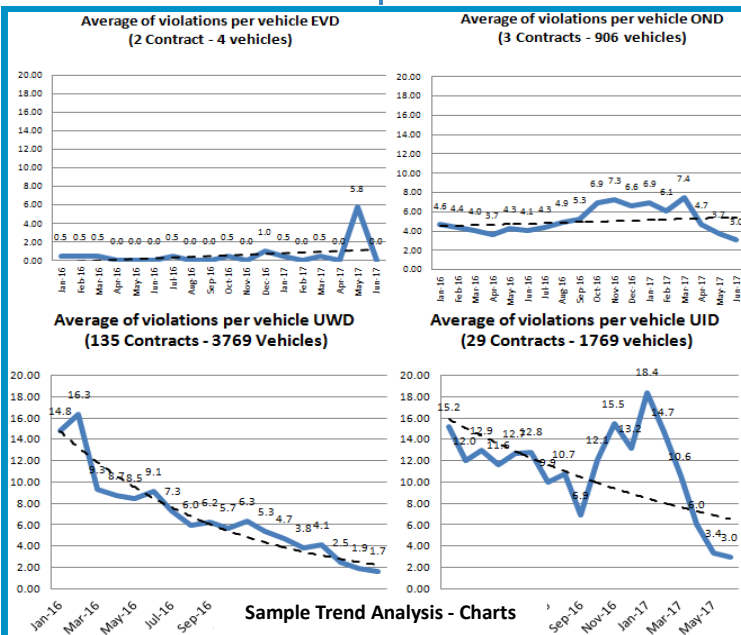
HSE Advice Note

To have a “helicopter view” from JMCC (considering more than 200 contracts in PDO) as well as to indicate violation trend (company-wide risk), it was decided to adopt one KPI only, based on number of violations per vehicle per month. JMCC escaped the potential trap to become a “spoon feeder” of data, instead it involved all stakeholders in the Road Safety process (i.e. Contract Holders, contractors, Road Safety Standard Team). JMCC is able to offer good support to Contract Holders and contractors in working to change drivers’ behaviours.

By indicating poor driver performance company-wide, JMCC provided a monthly list of companies that need further improvement. From August 2017, the list will be updated fortnightly. Once the

performance trend is shared with Contract Holders, they will communicate with the contractor to analyse Red-Amber-Green (RAG) status. Using the RAG report, contractors will get to know drivers who need counseling to improve their driving behaviours or others who may need to apply consequence management (in the case of repeated violations).

PDO and its contractors IVMS compliance has improved 84% compared to the performance in January 2016. Trend and positive competition for additional safety among PDO directorates has shown additional results and sustainability for the whole process. PDO’s target (which includes PDO and contractor performance) was promoted to maintain less than one violation per vehicle per month in 2018 with sustainable trend and drivers’ behaviours.



Benefits from enhancing IVMS utilisation include:

- Reduction in overall vehicle crash by approximately 70% by end of 2018
- Reduction in speed events by more than 80% by end of 2018
- Reduction in high potential, catastrophic, major or serious accident rate
- Optimised fleet utilisation
- Cost savings related to a reduction in crashes, fuel consumption and maintenance costs
- Positive public perception

SP-2000v4: Changes for better safety

It is worth highlighting that PDO published an updated Road Safety standard document SP-2000 v4, which was driven by OPAL’s newly published Road Safety standard. This has introduced additional safety standards by changing RAG report formula and requirements. The aim is to put more effort on Road Safety and decreasing accident risk by improving driver merit. The main changes for IVMS are: RAG report formula includes seatbelt as well Quantification factor for over-speeding is 10 times higher today. Focusing on over-speeding as the highest violation and at the same time with the most risk, will achieve a reduction in high potential, catastrophic, major or serious accident rate. Total score value has changed for “Green” drivers to be equal or less than 1. For “Amber” to be between 1 and 3 and “Red” driver will be above 3. Night driving event to trigger notification between 19:00 and 05:00 for more than 5 km outside geo-fenced area, if this occurs without approval.