

Safety Post



Aberdeen Harbour

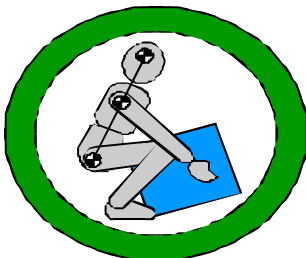
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Issue 6

A good year for safety at AHB

2005 saw some big swings in the type of incidents and accidents the organisation had.

For example, in 2004 29% of all accidents were attributed to manual handling. However, thanks to increased training and information we achieved Zero accidents in manual handling. That's a really positive shift!



Manual Handling was in our sights during 2005.

During 2005 31% of all accidents were as a result of slips, trips and falls. Again this is a positive step forward as in 2004 they accounted for 36% and in real terms there was a reduction of two accidents. That's two colleagues who weren't injured!

Our Lost Time Frequency Rate (incidents where absence of over 3 days from work resulted) remained quite static at 1.10 per 200,000 man hours compared to 1.04 in 2004.

We did see increases in our Total Incident Frequency Rate (a total

recording of all incidents) from 13.57 per 200,000 man hours to 17.61 as of December 2005, but this may be attributable to increased reporting levels and the inclusion of non-traditional health and safety events, such as property damage.

These results show that we are making real, tangible progress in health and safety and with many more measures planned for 2006 the outlook is a bright one for everyone at Aberdeen Harbour Board.

Stephen Wilson
Health and Safety Advisor



Prescription safety spectacles

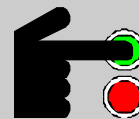
An employee recently had a near miss when he went to put on his safety spectacles.

The rubber sheath that covers the ear section had come away leaving a sharp end that could easily have injured his eye.

Bolle (manufacturer) were contacted and they have insisted that there have been no other reports of such an occurrence.

Staff with Bolle prescription spectacles are asked to check their glasses regularly and report any faults or damage.

We can still improve



Although the results for 2005 have been very encouraging we must not be complacent as there are still areas where improvement can be made.

An area of concern for us in 2005 was equipment handling, which accounted for 38% of all accidents.

The organisation has taken positive steps to combat this by undertaking to install radio communications equipment in our pedestal

cranes along with procedural reviews and the formation of general lift plans.

As a direct result of the health and safety culture survey undertaken in September last year the organisation also plans to introduce a number of strategic actions designed to counter any negative responses. Employees can read more about the results in the accompanying supplement.

2006 will also see the introduction of Director led Safety Tours and more direct feedback to Supervisors over Health and Safety Unit matters. Risk assessments continue to be reviewed and updated too.

With these actions and lot's more besides you can be assured that we remain committed to achieving our goal of a Zero accident workplace and a healthy and safe workforce.



Walkway transport bumper

During the winter months in particular the rubber transport bumper, which lines the walkway at Upper and Regent quays can become very slippery.

An employee sustained minor injuries when he stepped on it in damp conditions.

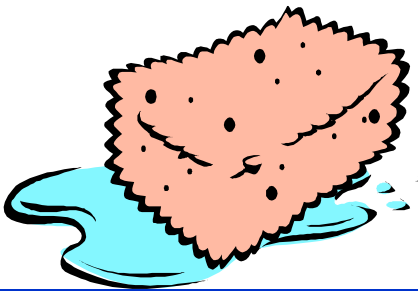
Wherever possible try to step over the bumper to avoid any injury.

Leaders in safety

During the second part of 2005 Aberdeen Harbour Board undertook a series of Safety Leadership training sessions for all employees.

The sessions were delivered by Scottish Training Consultants who have asked us to thank all staff for their valuable input during the sessions.

The sessions provided a great way for staff to discuss safety with each other and the feedback provided by attendees has been very positive.



Spillages

We have had several near miss / safety concern reports recently regarding beverage spillages.

In one report coffee or tea had been spilt at the bottom of a staircase at 16 Regent Quay. Given that the floors are smooth and highly polished the potential for an accident is clear to see.

In another report a hot drink was spilt around a drinks machine at Blaikies Quay. Again the floor is smooth and polished.

All staff are reminded of the need to mop up spillages promptly and, where necessary, restrict access to the area.

Quayside spillages should also be treated similarly.



PSLG begins to make its mark

The Safer Ports Initiative has now entered its second phase with new targets for ports industry health and safety statistics being set.

Aberdeen Harbour Board launched its Safer Ports Initiative back in 2003 and together with regular port users and base operators we formed a Port Safety Liaison Group (PSLG) to tackle common health and safety issues in the port.

The PSLG has slowly but surely begun to make an impact and we are now beginning to see the fruits of the groups work.

Our final Safety Leadership session held in December was attended by a mix of employees from PSLG members and was seen as being very successful. This may be something that the group will continue.

We also have a number of guest speakers lined up to deliver training and advice to PSLG members and other regular port users.

As part of the PSLG's strategy we are also investigating ways of increasing the profile of port safety to all who enter the harbour to conduct their work.

Much more can still be achieved through the PSLG and it is hoped that the group will continue to make its mark throughout 2006.

Traffic barriers

As many of you will be aware the traffic barrier at Central Roadway has been struck on numerous occasions.

In analysing the damage reports the barrier appears to be struck most often when a vehicle is 'tailgating' another vehicle through the security checkpoint.



Central Roadway traffic barrier has been struck and damaged on numerous occasions.

As a result the barrier has been left in the open position and Security staff are being asked to stop vehicles as they approach.

This is seen as a temporary measure and new controls are presently being put in place that should alleviate this problem.

Port users will be notified of the date that the barrier will again become operational and we would ask everyone to respect the security measures in place at this and all other security checkpoints.

