



# HSE NEWS

## WORKING FOR YOU TO KEEP YOU SAFE

### Latest HSE Statistics YTD 15 August

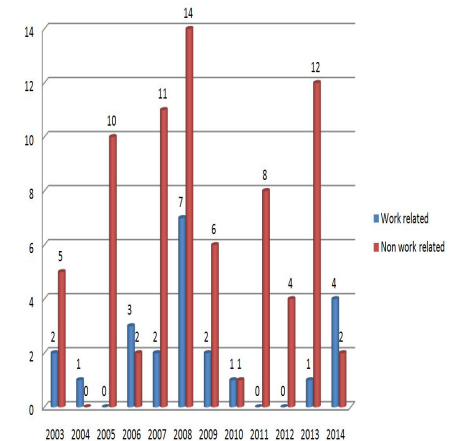
	2013	2014
Workplace fatalities	1	4
Non-work related fatalities	7	2
Non-accidental deaths (NADs)	3	10
Lost Time Injuries (LTIs)	29	38
All injuries (excluding first aid cases)	112	109
Motor Vehicle Incidents (MVIs)	71	61
Roll over - MVIs	21	17
Serious MVIs	0	22
Lost Time Injury Frequency (LTIF)	0	0

## Important News



Driving forums are one of the tools the corporate road safety team is using to convey road safety messages to the driving community. The topics change from one year to another based on the historical lessons from motor vehicle incidents which have occurred within company operations and on pressing road safety matters. For example, last year the forums covered long journeys, commuting and 12 Life Saving Rules and this year our main focus is on rollover incidents.

Motor vehicle incidents fatalities



The Life Saving Rules are meant to save your life and the lives of others. Unfortunately, there is an increasing trend of staff not complying with the road safety Life Saving Rules; using mobile phones, not wearing seat belts and excessive speed while driving in the MAF area. We would like to bring to your attention that FINAL WARNING letters have recently been issued to a number of individuals in MAF. There is a consequence management for each Life Saving Rule violation. For details please click [here](#).

### Latest Class A/B Road Violations YTD 15 August

#### August

Class A	167
Class B	2844

## What You Need to Know

### Dust Code:

- Slow down
- Keep a safe distance
- Hazard lights must be used
- Never overtake in the dust cloud
- Must observe the road for turns, curves or junctions
- Pull over if necessary
- Only re-join the road when both directions are clear

### Road safety counselling:

This is a new method of analysing driver behaviour and provides assistance where needed. Appropriate counselling sessions are being conducted for drivers who speed excessively and the counselling outcome shows lack of Life Saving Rules awareness and their consequences management matrix.

### Upcoming events:

- Qarn Alam driving forum ( 09th Sep )
- Lekhwair driving forum ( 15th Sep )
- Qatar conference participation (21st-Sep)



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This graph shows the PDO road accident journey over more than 25 years and highlights a marked decline in the frequency of incidents. This achievement happened only after the implementation of some initiatives as shown in the graph. From 2010 the frequency started climbing up which gives a clear indication that the current tools may not be sufficient to reduce the rate further. Looking into the majority of our incidents, the main contributing factor is human behaviour and that's why we have introduced defensive driving training material which focuses more on mind skills rather than the physical skills.

The main key factors towards the incident frequency declination previously:

- Company management commitment and involvement in road safety initiatives and improvements
- Clear standards on driver and vehicle requirements as well as load restraining specifications.
- Driving forums conducted in all areas where open discussions are held with drivers on different driving aspects. The meetings were attended by an MDC member.

Fatigued driving:

This is basically forcing yourself to drive when you are tired or sleepy and statistics shows that it is one of the main factors to our Motor Vehicle Incidents (MVIs).

Fatigue consequences:

- It impairs your ability to safely perform even basic driving tasks
- It decreases reaction time and affects your judgment
- It can result in erratic driving behaviour.

To avoid fatigued driving kindly consider the following:

- Get an adequate amount of sleep each night
- Avoid driving between 12 to 6 a.m. and 2 to 4 p.m

If you do become drowsy while driving, choose a safe place to pull over and rest.

