



# 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   | 18   |
| Serious MVIs                             | 0    | 23   |
| Lost Time Injury Frequency (LTIF)        | 0    | 0    |

### Life Saving Rules Violations

#### YTD 15 August

|                          |    |
|--------------------------|----|
| Journey management       | 61 |
| Speeding/GSM             | 30 |
| Seatbelts                | 37 |
| Overriding safety device | 1  |
| Working at heights       | 2  |
| Permit                   | 0  |
| Confined space           | 0  |
| Lock out tag out         | 0  |
| Drugs and alcohol        | 0  |
| Gas testing              | 0  |

### Vehicle Class A/B Defect

#### YTD 15 August

|         |      |
|---------|------|
| Class A | 167  |
| Class B | 2844 |

### HSE TIP

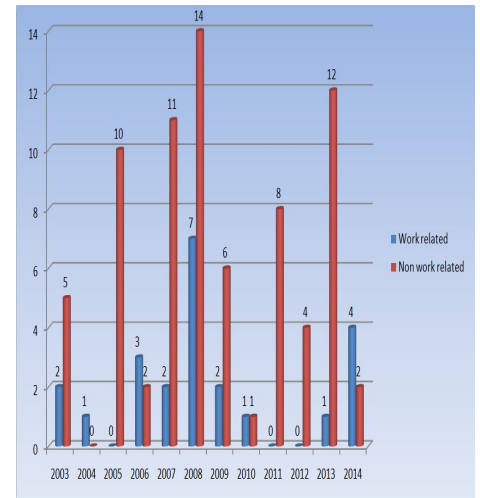
Choose your speed. Choose your consequences

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## Important News



This year six people died on the roads during PDO operations, twice as many as 2013, and this when Oman has seen a fall of 33% in its national fatal statistics. PDO clearly needs to do better. The Corporate Road Safety team supports the company to improve road safety through driving forums, safety initiatives and enforcing the Life Saving Rules but it is ultimately down to each driver to comply with the rules and remember his training. Not surprisingly the increase in fatalities has been mirrored.



In a surge in our life saving rule violations, with people using mobile phones, not wearing seat belts and excessive speed while driving. These rules exist to save lives, but only if followed. Ensure you and your friends at work understand the need to drive safely and appreciate the sanctity of life. FINAL WARNING letters have been issued to employees violating the rules as per the PDO consequence matrix. PDO is serious about road safety, how serious are you? To see the matrix please [click here](#).

## 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 (09-Sep)
- Lekhwair driving forum (15-Sep)
- Life Saving Rules Re-Engerising Campaign (16-Sep)
- Qatar conference participation (21-Sep)



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### HSE Advice Note

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).

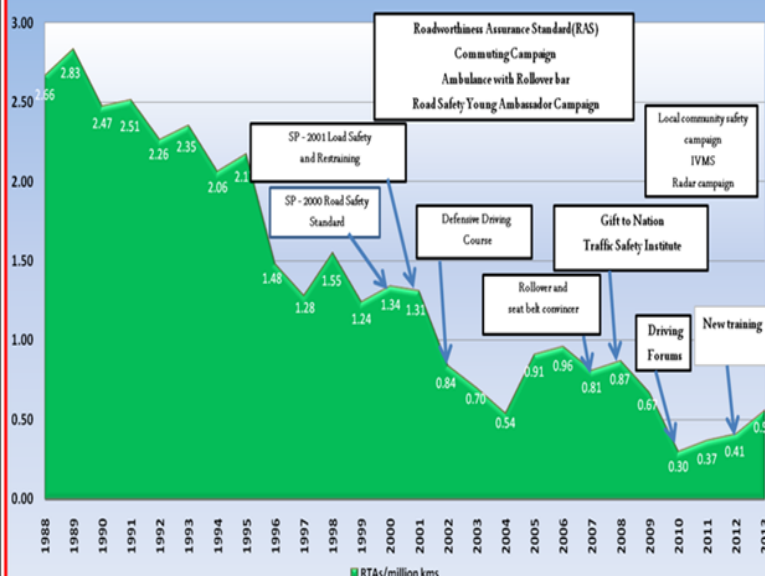
Fatigue consequences:

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

MVI's/million kms



MVI Statistics 2014

