

INDEX 

<b>Health and Safety Executive</b>		<b>Sector Information Minute</b>	
<b>Commercial and Consumer Services, Transportation and Utilities Sector (CACTUS)</b>		<b>SIM 05/2004/55 (formerly SIM 07/2004/20)</b>	
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Target Audience:  
FOD inspectors  
SG Inspectors  
HSL

### LEADER PORTS AND AIRPORTS: PROJECT FOR 2004/05

This SIM describes projects for 2004/05 seeking to encourage the ports and the air transport industry to trial and adopt 'new' technologies to improve health and safety. The trials will enable HSE and the industry determine which technologies are effective and how any problems may be overcome, with a view to agreeing standards and promoting wider adoption of these technologies.

#### INTRODUCTION

1 Improvements in technologies and methods of work that enhance health and safety have not been taken up at ports and airports with the rapidity we would hope. There is concern expressed in some quarters that these technologies will not be effective in these environments, or will actually reduce safety. CACTUS Transportation Section has limited evidence either way.

2 These projects seek to gather evidence at a local level, and use this to inform national expectations, standards and their implementation. It relies on partnership and co-operation between local ports/airports and HSE, rather than more traditional techniques for securing compliance.

3 There are unlikely to be immediate effects on Public Service Agreement targets. Presuming accidents/ill health is reduced by the new technologies, we would expect to push for national implementation from 05/06 onwards, with reductions in accident etc levels from there on.

4 This project will feed into work by Transportation Section to engage with selected major equipment manufacturers regarding ergonomics, visibility issues and the prevention of falls from heights. It also complements work sponsored by FOD SU on improving safety during reversing of large plant.

#### DESCRIPTION OF WORK ACTIVITY

5 Divisions are invited to submit proposals to CACTUS TS to work with their local port/airport to pilot new technologies, evaluate advantages and disadvantages, and iron out problems. Although divisions may wish to 'sound out' their local clients (including trade unions) to ensure they have a willing market, divisions are recommended to discuss proposals with CACTUS TS before engaging in any substantial development. This will

ensure co-ordination between different divisions, and with FOD HU and SU.

6 CACTUS Transportation Section would be particularly interested in proposals seeking to evaluate:

- Reversing aids on specialist vehicles and plant (such as CCTV, radar, ultrasonics, or combinations of these). Work on wireless systems on truck-and-trailer assemblies (e.g. bluetooth or infra red) would be particularly welcome;
- Restraint devices (seatbelts) and the supervision and cultural changes they require;
- Ergonomics of cabs (including prevention or reduction of Whole Body Vibration);
- Means to prevent falls from heights (including low falls from when the access and egress of vehicles and plant); and
- Technologies to reduce Musculo Skeletal Disorders, e.g. by reducing manual handling.

7 Nationally, CACTUS is seeking two interventions in ports and two in airports.

8 CACTUS Transportation Section encourages divisions to appoint a project manager to liaise with us, and a stable project team to carry forward the interventions. Divisions should make arrangements to ensure the continuity of the project manager and team, including the skills and experience necessary to deal effectively with the air transport or ports industries (with assistance from the Transportation Section where required).

#### RESOURCE REQUIREMENTS

9 Not more than 10 days total at B3 for each intervention in 04/05, with diminishing resource requirement in 05/06 and 06/07.

10 Although this work is focused on the priority hazards, resources should be allocated from those set aside for the Sector Strategic Programme.

11 As the projects will depend on partnership, divisions should expect to fund some SG/HSL input to assist the ports/airports select and evaluate the technologies.

#### RECORDING REQUIREMENTS

12 Recording on FOCUS (or COIN as appropriate). CACTUS would be grateful if inspectors would insert the keywords LEADER PORT or LEADER AIRPORT as necessary to enable us to track progress.

#### ENFORCEMENT

13 This is not an enforcement initiative. Ports and airports should be willing participants with HSE. Clearly, standards may emerge from this work, against which ports and airports will be judged in the future.

#### EVALUATION

14 CACTUS will be evaluating the overall project nationally. Divisions may wish to evaluate locally. CACTUS will evaluate on the basis of:

- Success/failure of the technologies/methods of work in the port/airport environment (no counterfactual - expect these to stand or fall on their own merits)
- National take up of work successfully piloted at local level (counterfactual of limited take up)
- Reductions in accidents due to related causes from 06/07 (baseline of 2003/04, counterfactual of little or no reduction).

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