

## Revitalising Health & Safety – The National Targets

20% reduction in rate of work related ill health (10% by 2004)

10% reduction in rate of fatalities and major injuries (5% by 2004)

30% reduction in rate of working days lost (15% by 2004)

‘Revitalising Health & Safety’ (RHS) - is a 10-year strategy to improve health and safety at work, launched jointly by the Government and Health and Safety Commission on 7 June 2000.

The targets are for the health and safety system as a whole, not just for HSC or HSE. Everyone engaged in work, be they trade associations, employers, trades unions and workers need to think what they can do to deliver them.



### Progress Update

The SPI's accident reduction targets were achieved at the end of 2004, one year ahead of schedule.

Progress against the targets is shown below:

	2001	2002	2003	2004	% change 2001 - 2004
Incidence rate for fatal and major accidents	0.32	0.36	0.31	0.25	-21.88
Incidence rate for 4 day accidents	3.80	3.40	2.93	2.51	-33.95
Overall incidence rate	4.10	3.80	3.20	2.80	-31.71

Proposals for a “phase 2” initiative are currently under development.

**The Safer Ports Initiative (SPI)** - was launched nationally in September 2002 and brings together government, trade unions and employers in a partnership, working to reduce the number of accidents occurring in docks. It reflects the aims and objectives of the government's Revitalising Health and Safety Strategy Statement, and the following accident reduction targets have been set:

- To reduce the incidence rate of reportable fatal and major injury accidents by 10% by the end of 2005;
- To reduce the incidence rate of reportable over 3 day accidents (not including reportable fatal and major injury accidents) by 20% by the end of 2005.

The targets are double those set out in the Strategy Statement and are measured against the ports industry generated accident statistics produced by PSSL for the year 2001.

The SPI has its own website at <http://www.saferports.co.uk>

### SPI's Mission Statement

**“Safety in the ports industry is of paramount importance to us all and much work has been done over the years to improve standards. We are committed to further improvements in these standards and reduction in accident rates by setting targets and actively promoting initiatives aimed at achieving those targets.”**



**Port Skills and Safety Ltd (PSSL)** - was established by port employers at the beginning of 2002. It has a remit to promote high standards of health and safety and a highly skilled workforce. PSSL is core funded through subscriptions, and is open to all port related organisations including harbour authorities, conservancies, port and terminal operators, stevedoring companies and labour supply companies. Training providers, consultants and other organisations that provide services to or work alongside port organisations may subscribe as affiliates. PSSL's website can be found at: <http://www.portskillsandsafety.co.uk>

**The National Committee** - PSSL works in a strategic partnership with trade unions and government agencies and departments, through the National Committee. The AEEU, Department for Transport, Health and Safety Executive, Maritime and Coastguard Agency, NUMAST and the Transport and General Workers Union are represented on the Committee.



### Why did the Ports Industry set extra challenging targets?

Although a great deal had already been done to improve health and safety standards in the ports sector, accident rates had reached a plateau over the previous ten years. Demanding targets were set to help initiate a continuing downward trend.

It is currently proposed that targets should be set for the second phase initiative, which reflect the need to maintain the downward trend, with the addition of more qualitative targets which will help to sustain it over time.

### What have been the benefits to the Ports Industry?

In partnership with the HSE, PSSSL organised a series of eleven Regional Events which took place throughout the UK during 2003/4. The events were hosted by port and harbour authorities and together attracted in excess of one thousand senior representatives of port related companies.

Participation in the SPI was, therefore, achieved through direct contact with organisations, some of which had not previously been engaged in the sector's work at national level. As a sector, we now have much wider engagement and participation in the national drive to improve standards than had previously been the case.

Also, as a direct result of SPI, we have seen a much greater element of senior management engagement which has led to health, safety and skills increasingly becoming an integral part of a successfully managed port company.



***“Whilst health and safety is of paramount importance to an individual port's operations, we can strengthen our ability to manage and deliver safe operations by working together with the industry and the regulators. We can share information and approaches, assimilate lessons learned more quickly, and gain the confidence of our customers the shipping industry who, as they use many ports, we have a common interest in demonstrating our approach to health and safety.”***

***Ted Sangster - Chief Executive, Milford Haven Port Authority***

### The Way Forward

Following a review of the success of the Safer Ports Initiative, proposals for a phase 2 initiative are currently being considered by the National Committee. The proposals focus on presenting and promoting the business case for health, safety and skills as constituent parts of an interdependent business strategy, with a specific focus on:

- high level leadership and the sensible management of risk
- promoting the uptake of industry National Occupational Standards, qualifications and other standards for health, safety and skills. This reflects the more general principle of improving health and safety performance through improved employee skills.
- partnership working and sharing of good practice

The information provided in this report has been collated from data collected by Port Skills and Safety Ltd from its subscribers. The incidence rates for fatal/major and more than 3-day accidents provide the measure of progress in meeting the targets, against the 2001 benchmark figures for the Safer Ports Initiative (SPI).