

Welcome to the first P&O Safety Newsletter of 2013. We wish everyone a Safe and Injury/Incident free Year!

CPC Driver Training



At the end of 2012, P&O Ferrymasters was granted approval as a JAUPT Driver CPC Training Centre and in NL as a CCV Code 95 Training Centre, now able to provide a **Safe Steel Transport** Training package in both UK and NL.

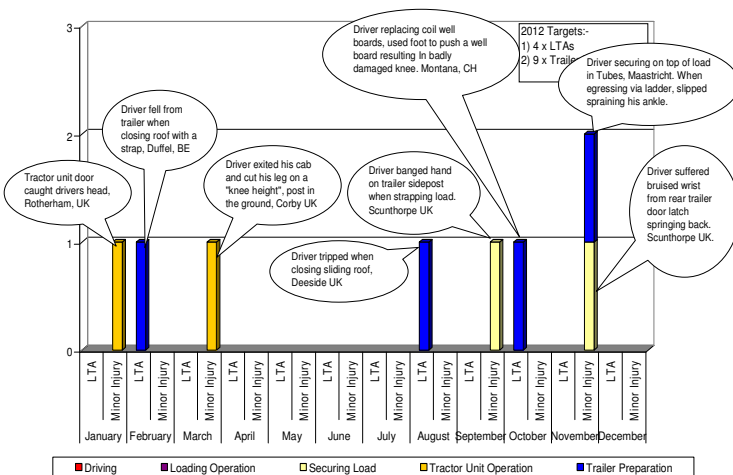
If you would like further information on the package and how to book your Drivers onto a course, please contact drivertraining@pofm.com

Summary of 2012

2012 ended with a total of 8 injury accidents. 3 Lost Time Accidents and 5 minor injuries which is well below our target of 13 Incidents for the year so Well Done to everyone in contributing to these low figures.

As always however, we cannot afford to be too complacent; we must at least maintain, if not improve on the standards we have set ourselves.

2012 Accident / Injury Performance

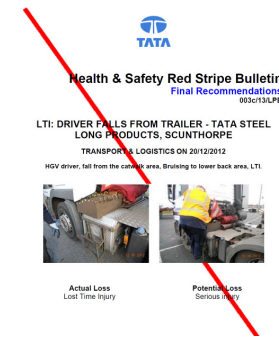


2013 Objectives

Of the total of 8 injury accidents in 2012 (3 LTA and 5 Minor injuries) 4 can be attributed to *banging / catching / bumping* hands, arms, legs and head when opening/closing equipment, walking, strapping. 4 can be attributed to the process or processes followed (and not followed) by drivers, when operating equipment, and also the processes followed when there are problems. Improvements in this area will be the focus for 2013.

Fall from trailer Red Stripe

Accompanying this Newsletter is a Red Stripe bulletin from Tata regarding an injury to a fall from trailer. Please take note of the Recommendations at the end in relation to ensuring catwalk areas are clear of loose equipment or anything which can cause a slip/trip/fall accident.

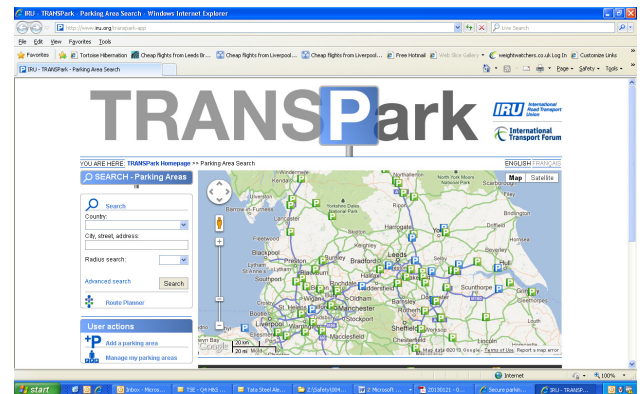


Transpark

During last year we identified that it was difficult for Drivers to find a safe place to test their trailer equipment (i.e sliding roof) is in good working order prior to arrival on Tata sites.

The below tool may help. It is a website where you can identify parking areas with different levels of security and facilities.

Go to: <http://www.iru.org/transpark-app>



Tractor Unit Hand brake standards

One of Tata's subcontractors has fitted Tractor unit hand brake alarms to all their trucks.

The alarm operates when the driver tries to open the door without applying the handbrake first. It is audible outside of the cab as well as inside so alerting any persons in the near vicinity to be aware and more importantly, alerting the Driver to apply the handbrake. It will not stop until the handbrake is applied.

If you require any further information, please contact tatasafety@pofm.com