

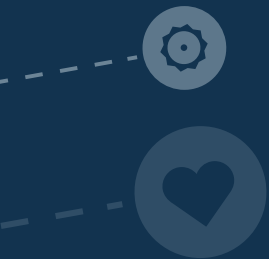
HEALTH & SAFETY PERFORMANCE GRAPHS

Board Report

July 2018



73%



KEY TRENDS



A continued downward trend in customer injury frequency rates

A stable trend in the lost time injury frequency rate (LTIFR) (all AT employees)

A slight increase in health & safety incidents reported to AT in May



0.5 Customer injury frequency rate



2 Lost time injuries in May



198 Cases reported in May



SUMMARY OF H&S PERFORMANCE INDICATORS

for 12 months through to 31 May 2018



Total injury frequency rate for all AT activities

There is a decrease in injury frequency rates in May



Monitoring and inspection

There is a reduction in corrective actions issued



Auckland Transport employee injuries

There is an emerging stable trend in total recordable injury frequency rates in May



Hazard & near miss reporting

There has been increased reporting in May



Injuries to other persons

There is an overall downward trend in customer injury frequency rates



Drug and alcohol testing

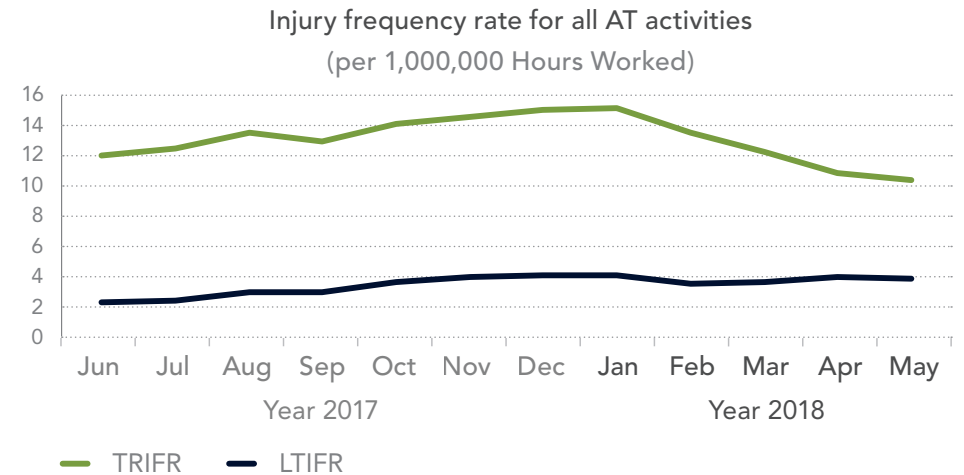
D&A testing by AT's suppliers is variable

WORKER INJURIES FOR AT AND KEY SUPPLIERS



There is a continued decrease in the total injury frequency rates for worker injuries for AT and key suppliers

One physical works contractor was injured (fractured arm) when a small excavator bucket fell out of larger bucket during a lifting procedure.



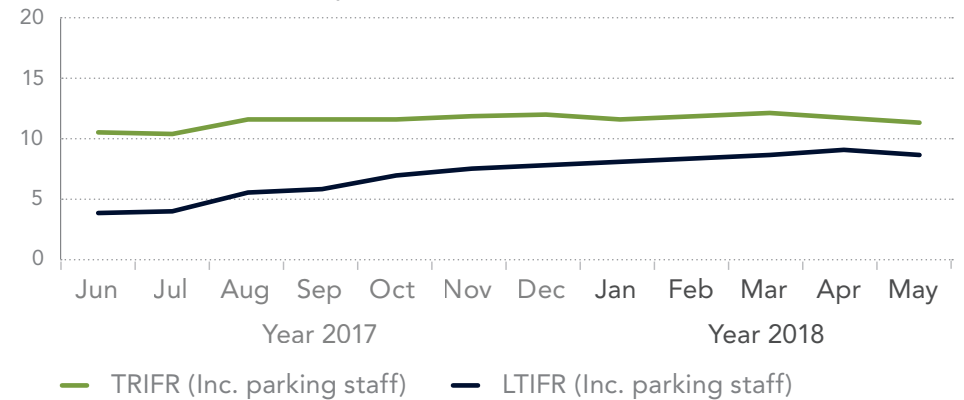
AT EMPLOYEE INJURIES



There is no change in the total recordable injury frequency rate (TRIFR) in May

There were two lost time injuries in May. One was the result of slip-trip-fall event in Parking services and one at Harbourmasters where an employee was struck on the elbow by a container door.

Injury frequency rate for AT staff
(per 1,000,000 Hours Worked)



Injury frequency rate AT Staff (excluding parking)
(per 1,000,000 Hours Worked)



INJURIES TO OTHER PERSONS (CUSTOMERS & GENERAL PUBLIC)

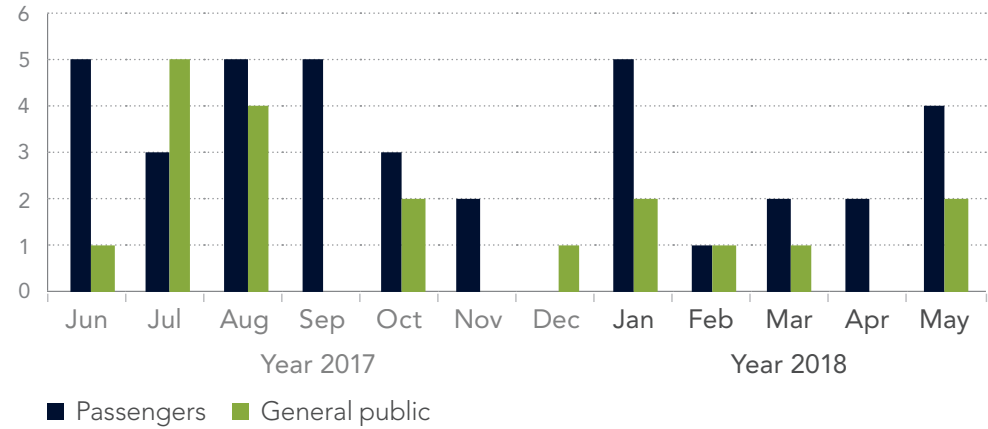


Reported injuries to customers and the general public due to AT activities is continuing to trend down

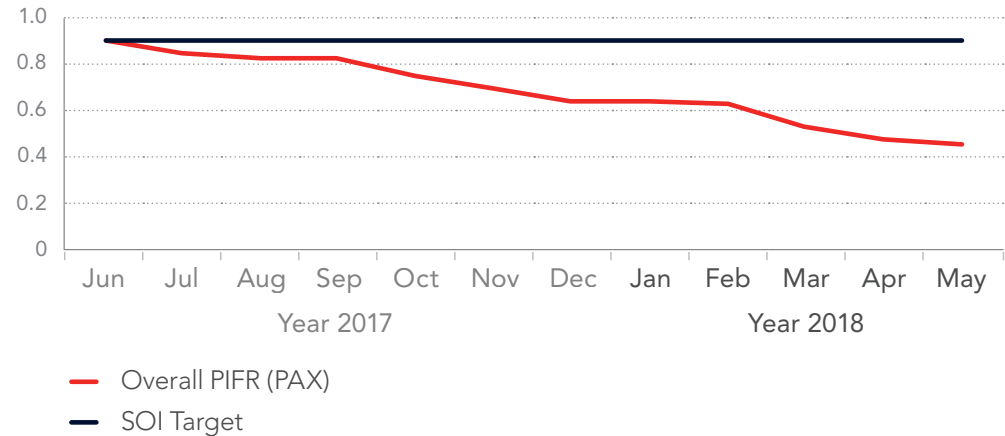
There were four minor passenger injuries reported in May. Driver of a public vehicle was injured when they drove into the rear of a bus and a passenger received injuries following a bus-braking incident. Two members of the public received minor injuries as a result of slipping between the platform and boarding a stationary train.

A bus struck a tow truck driver who was working on the shoulder while recovering a broken down vehicle. The driver of the bus was aware of an impact & stopped to assess bus damage, though unaware of striking a person and continued the journey. The tow truck driver sustained serious injuries. It is understood they will make a full recovery.

Injuries to other persons due to AT activities



Customer injury frequency rate (per 1,000,000 PAX trips YTD)



MONITORING AND INSPECTION



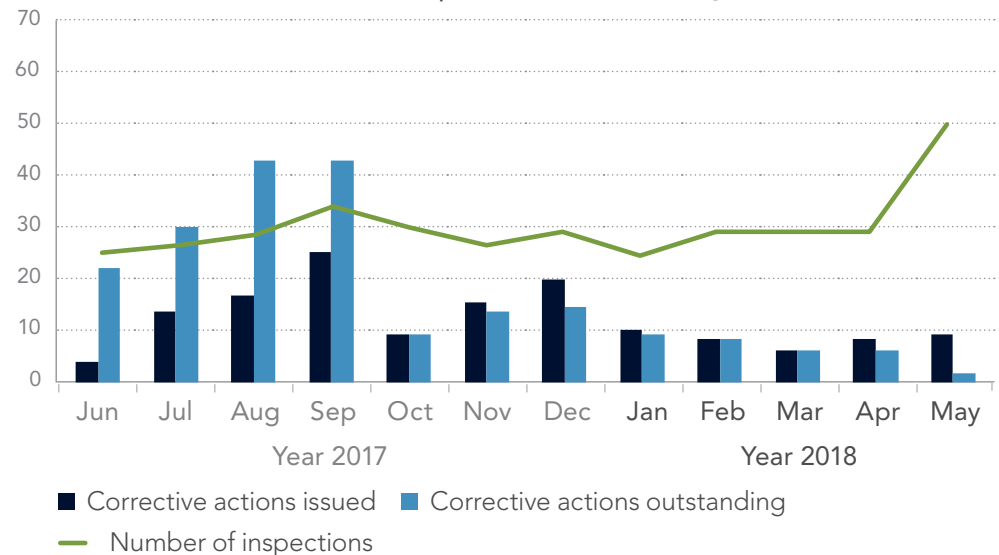
Independent health and safety monitoring and inspections (physical works)

The number of independent health & safety monitoring and inspections of physical works sites exceeded our minimum requirement in May.

There is a continued reduction in the number of corrective actions issued and corrective actions outstanding. This suggests good practice from AT contractors and greater cooperation between all stakeholders with regards to safety.

Corrective actions issued in May were related to poor worker separation from live site and plant, inappropriate PPE and insufficient documentation on Safe Work Methods.

H&S inspection and monitoring



NEAR MISS, UNSAFE BEHAVIOUR/ CONDITION REPORTING



Near Miss, Unsafe Behaviour/ Condition Reporting

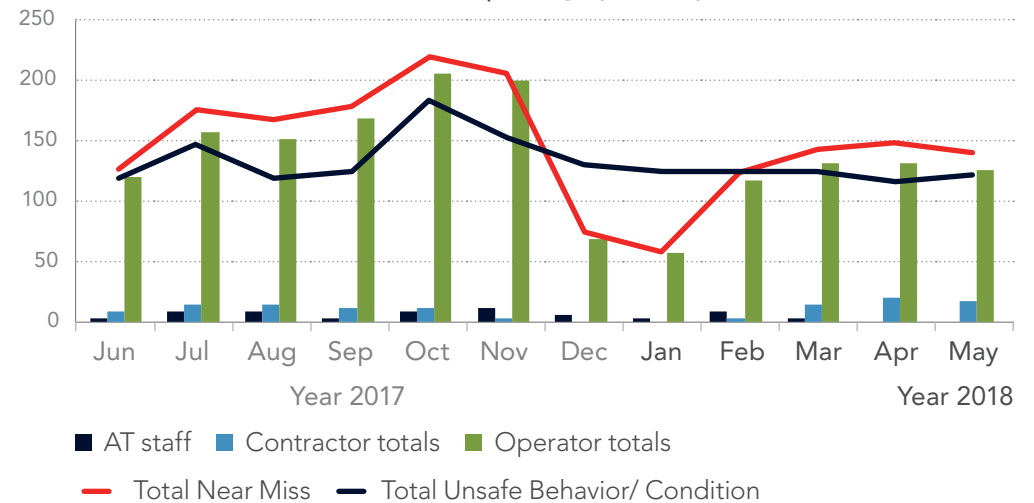
In May proactive reporting of near misses or unsafe behaviour/condition events are at expected levels for our Public Transport Operators.

Physical works contractor reporting continues to trend below expected levels.

A total of 274 near miss and unsafe behaviour/condition events were recorded in May 2018, which compares to 265 in May 2017.

All the serious near miss incidents reported in May occurred in the rail environment and were related to trespass, level crossing and suicidal behaviour. The suicidal behaviour occurred at Middlemore Hospital and has been logged as a near miss due to the serious potential. In addition, there was a category A SPAD reported at Morningside.

Near Miss reporting by activity area



DRUG AND ALCOHOL TESTING



The rate of drug and alcohol testing **varies significantly** from month to month

This is mainly due to drug testing practices which are principally focused on reasonable cause and post incident which are unpredictable by nature.

There were 137 tests completed in May. Three positive drug and alcohol tests were recorded. These were the result of random tests and the appropriate action was taken by the service provider and physical works contractors. This is a positive test rate for the month of 2% which is in alignment to previous months test rates.

Drug and Alcohol Testing Across AT Activities

