QPANI – Accident and Dangerous Occurrences Statistics 2008

Introduction

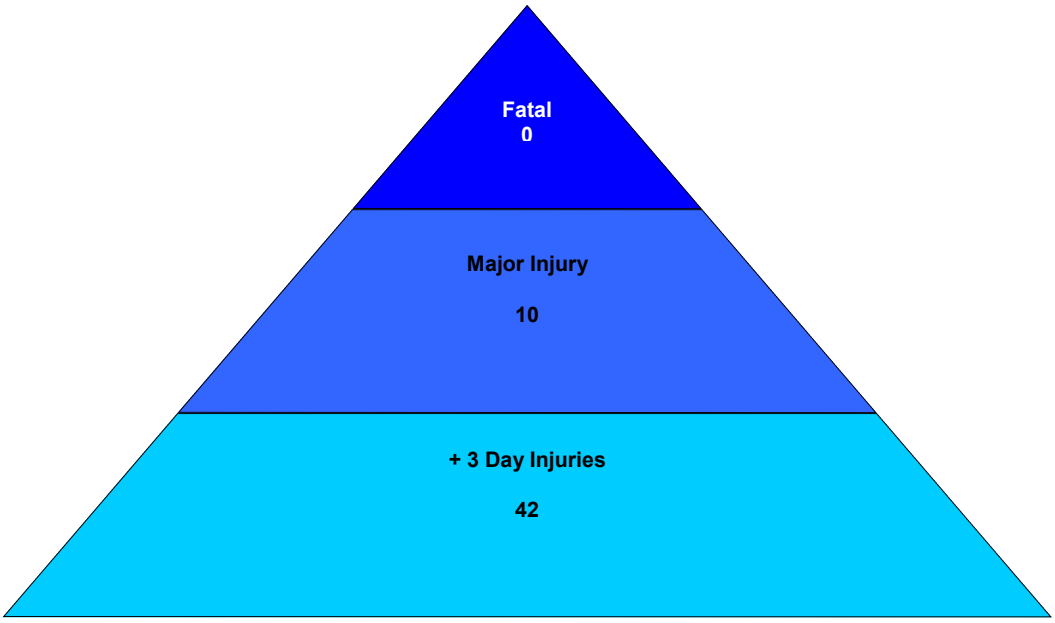
A survey of QPANI members has been taken to record reportable accidents, reportable diseases and dangerous occurrences as detailed in RIDDOR (NI) 1997. This is the sixth year such a survey has been taken and the results show a marked improvement year on year in overall trends. It is difficult to make a direct comparison as reporting criteria has changed over the years, the quality of the reporting has improved and data is now more accurate due to better understanding of company reporting.

The survey is based on employees directly employed by member companies. Road transport is included in the sectors but is restricted to personal injury accidents and does not include road traffic accidents. A small number of companies have also included sub-contractor statistics this year

General Summary

The statistics collated represent almost 40 companies with 2946 employees who worked just over of 6,600,000 hours. This represents an average working week of 48 hours based on a 47 week year. This shows a slight reduction in average weekly hours worked which complies with the 48 hours laid down in the Working Time Directive. These figures reflect the downturn experienced within industry. The figures point to a reduction of 800 employees but taking the fact that 392 sub contractors are included the actual true figure is a loss of 1200 full time jobs in the industry in the past year. The industry has also worked 2.4 million fewer hours worked and many companies working 40 hour weeks. It simply confirms the message being issued by QPANI to government.

It is particularly pleasing to note that no fatal accidents are recorded and that the majority of incidents fall within the over three day category.



There are no reportable diseases, 32 dangerous occurrences and a total of 1121 days lost to accidents. The number of dangerous occurrences has increased. There is no obvious reason for this as information is limited but in considering the types of incidents they fall into three main categories, slips, trips and falls, hit by moving objects and electricity strikes. It is my opinion that better reporting of these types of incidents is probably the answer.

Whilst the total number of accidents and days lost have actually decreased in real terms some sectors are showing an increase in the frequency rates. This is due to the smaller population and hours worked.

Once again the precast sector closely followed by contracting shows the highest incidence rates.

The following bar charts summarise the results by sector using widely accepted standardisation formula.

Accident Frequency Rate – a measure of the number of accidents per 100,000 hours

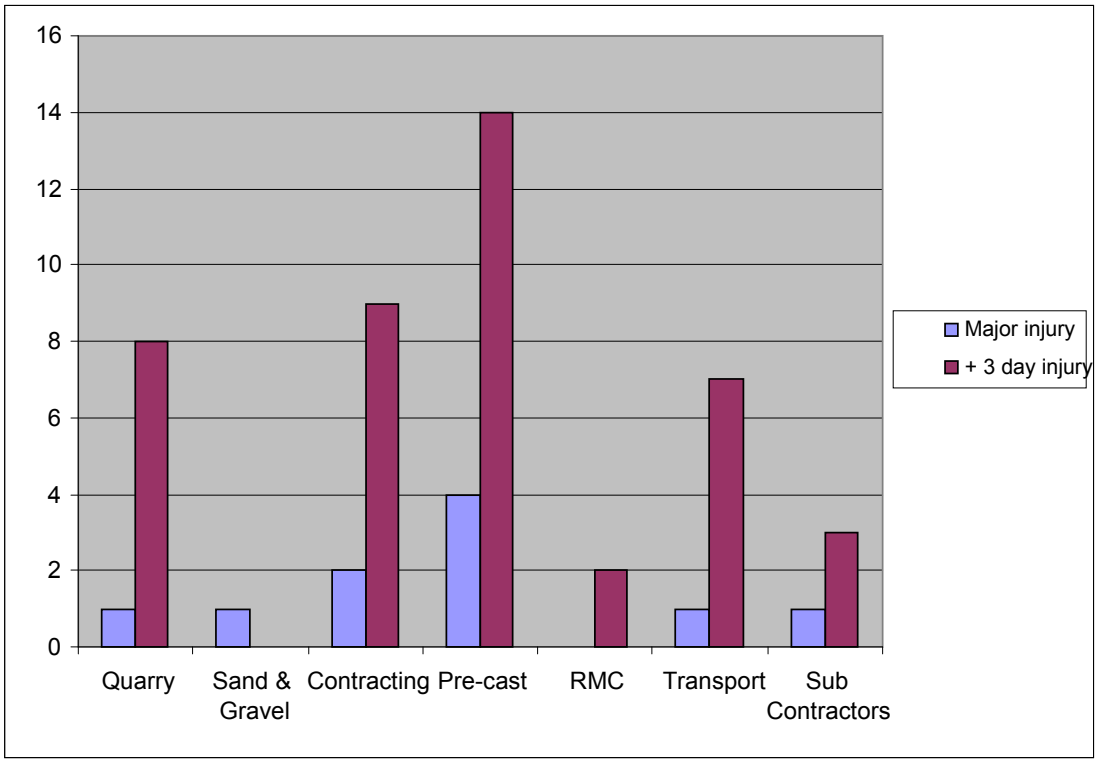
Accident Incidence Rate – A measure of the number of accidents per 10,000 employees

Accident Severity Rate – Ratio of days lost to accidents divided by hours worked hours worked times 1,000

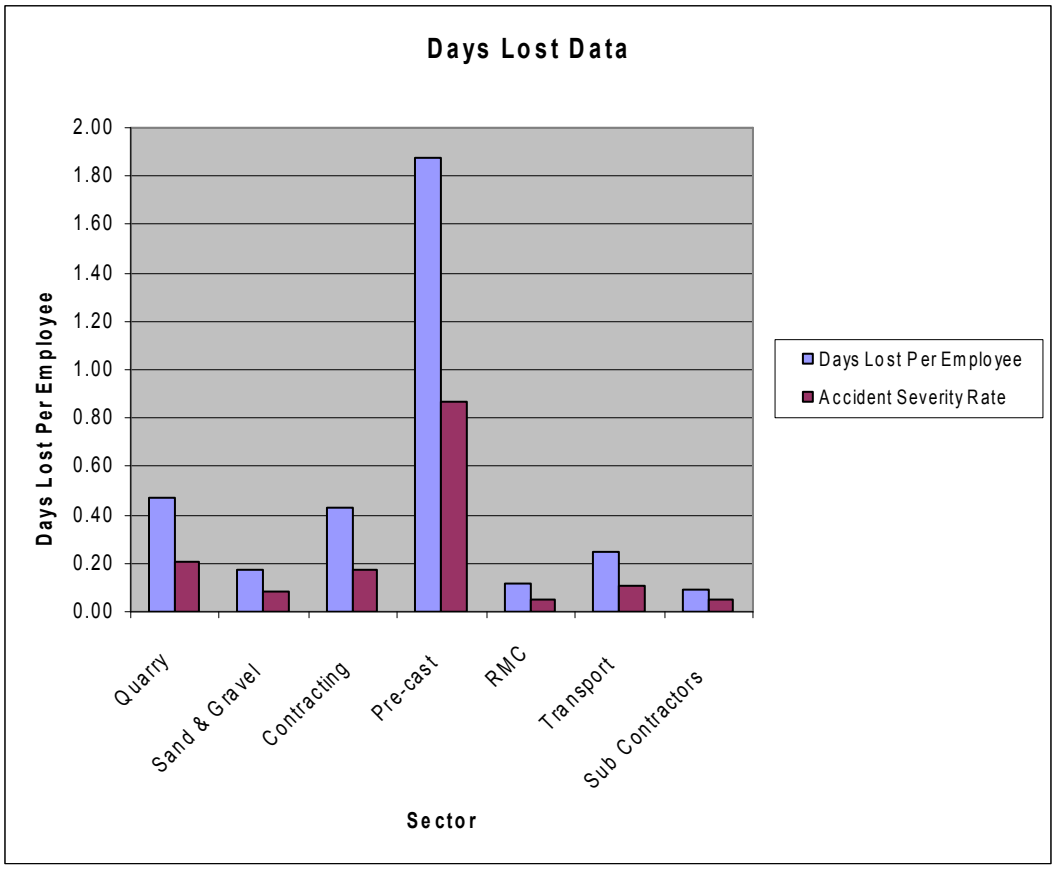
Summary of Results Table 2008

Sector	Employee	Hours Worked	Total Accident	Days Lost	AFR	AIR	ASR	Days Lost Per Emp
Quarry	795	1,829,458	9	248	0.49	113	0.14	0.31
S & G	87	187,514	1	46	0.53	115	0.25	0.53
Contracts	523	1,308,858	11	411	0.84	210	0.31	0.79
Precast	576	1,247,892	18	321	1.44	313	0.26	0.56
RMC	216	502,015	2	23	0.40	93	0.05	0.11
Transport	357	833,756	8	36	0.96	224	0.04	0.10
Sub Contractor	392	693,569	3	36	0.43	77	0.05	0.09
Total	**2946**	**6,603,062**	**52**	**1121**	**0.79**	**177**	**0.17**	**0.38**

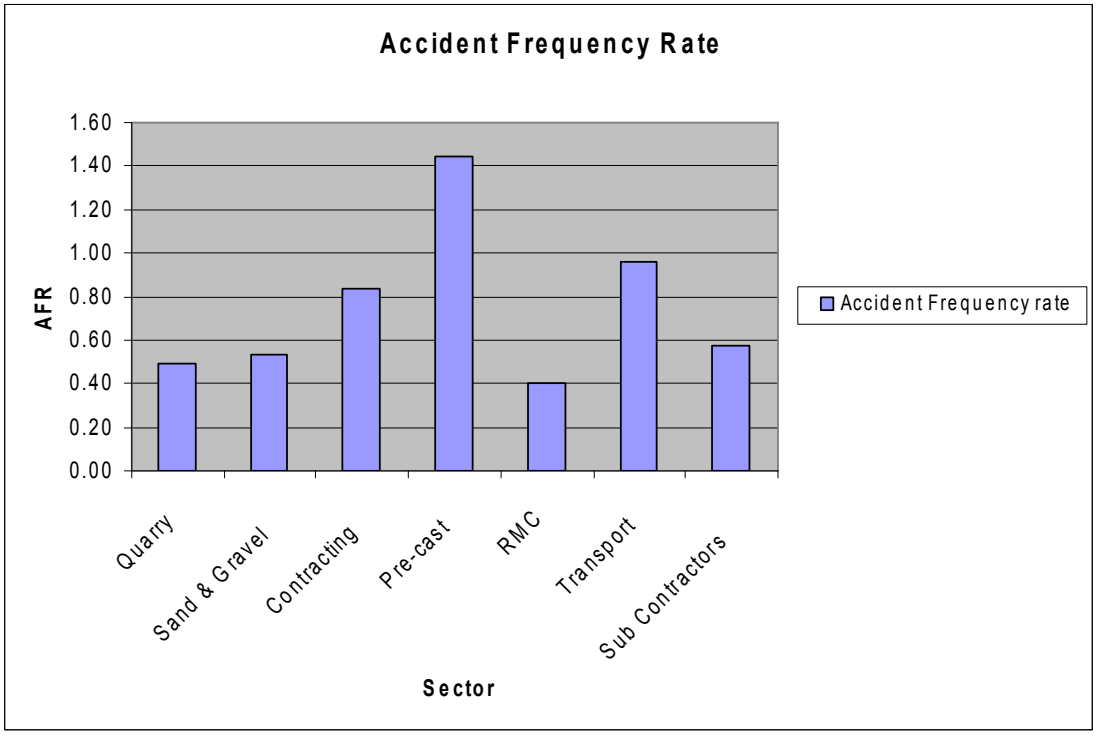
Accident Statistics by Sector



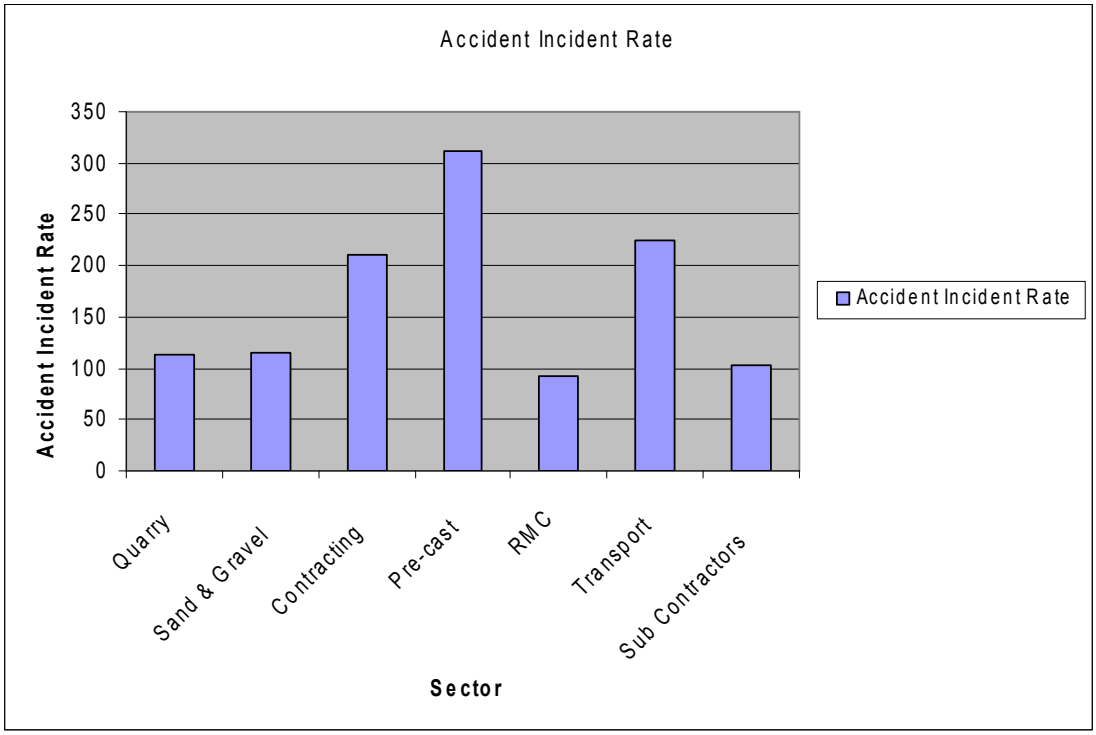
Days Lost per Employee and Accident Severity Rate



Accident Severity Rate = (days lost / no. of hours worked) x 1000



Accident Frequency Rate = (No. of accidents / No. of hours worked) x 100,000



Accident Incident Rate = (No. of accidents / No.of people) x 10,000

Comparison to Previous Four Years

2005

Sector	Employee	Hours Worked	Total Accident	Days Lost	AFR	AIR	ASR	Days Lost Per Emp
Quarry	809	1,684,907	9	129	0.53	111	0.08	0.16
S & G	95	244,150	3	15	1.23	316	0.06	0.16
Contracts	669	1,680,212	15	129	0.89	224	0.08	0.19
Precast	640	1,376,520	28	100	2.03	438	0.07	0.16
RMC	221	386,363	1	37	0.26	45	0.10	0.17
Transport								
Total	2434	3,855,735	56	410	1.45	230	0.11	0.16

2006

Sector	Employee	Hours Worked	Total Accident	Days Lost	AFR	AIR	ASR	Days Lost Per Emp
Quarry	774	2,019,131	7	167	0.35	90	0.08	0.22
S & G	128	258,186	3	49	1.16	234	0.19	0.38
Contracts	733	2,154,859	5	101	0.23	68	0.05	0.14
Precast	918	2,367,585	23	250	0.97	251	0.11	0.27
RMC	382	1,003,938	4	7	0.40	105	0.01	0.02
Transport	595	1,763,066	11	307	0.62	185	0.17	0.52
Total	3530	9,566,765	53	881	0.55	150	0.09	0.25

2007

Sector	Employee	Hours Worked	Total Accident	Days Lost	AFR	AIR	ASR	Days Lost Per Emp
Quarry	974	2,199,776	12	372	0.55	123	0.17	0.38
S & G	101	206,741	5	15	2.42	195	0.07	0.15
Contracts	925	2,182,411	18	226	0.82	195	0.10	0.24
Precast	997	2,038,096	42	1082	2.06	421	0.53	1.09
RMC	329	1,005,026	3	25	0.30	91	0.02	0.08
Transport	425	1,350,972	3	88	0.22	71	0.07	0.21
Total	3751	8,983,022	83	1808	0.92	221	0.20	0.48

2008

NB – Sub Contractors have been removed from 2008 figures for direct comparison

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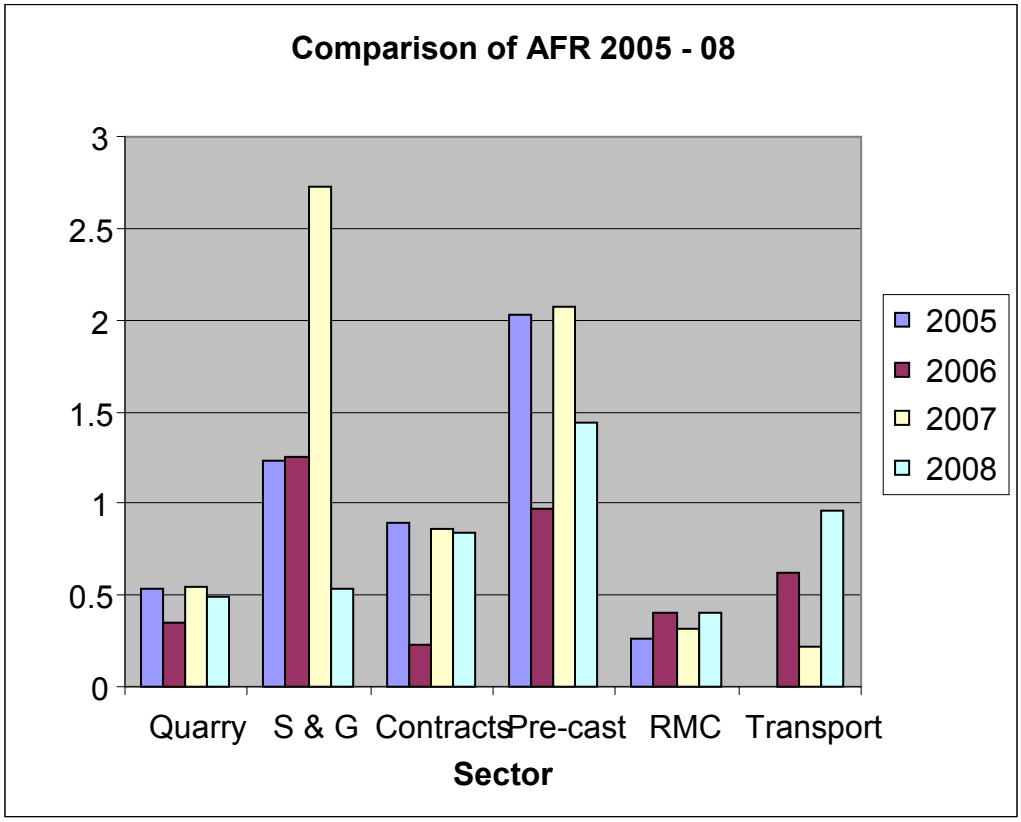
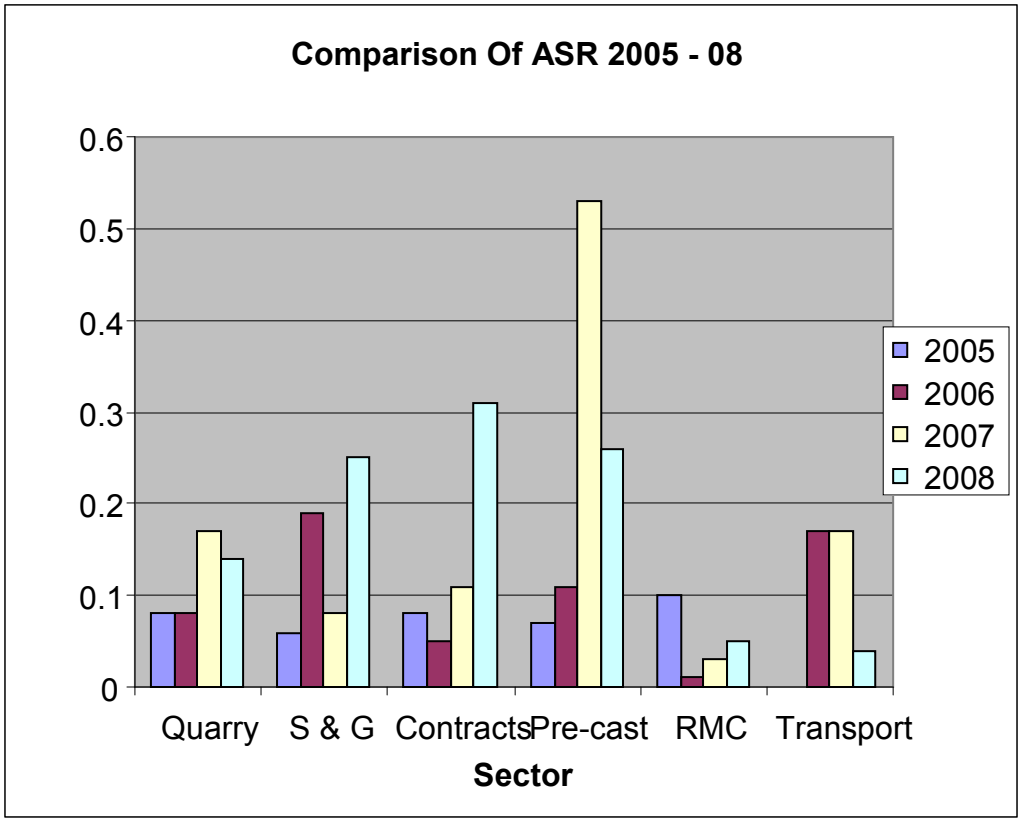
RMC	216	502,015	2	23	0.40	93	0.05	0.11
Transport	357	833,756	8	36	0.96	224	0.04	0.10
Total	2554	5,909,493	49	1085	0.83	191	0.18	0.42

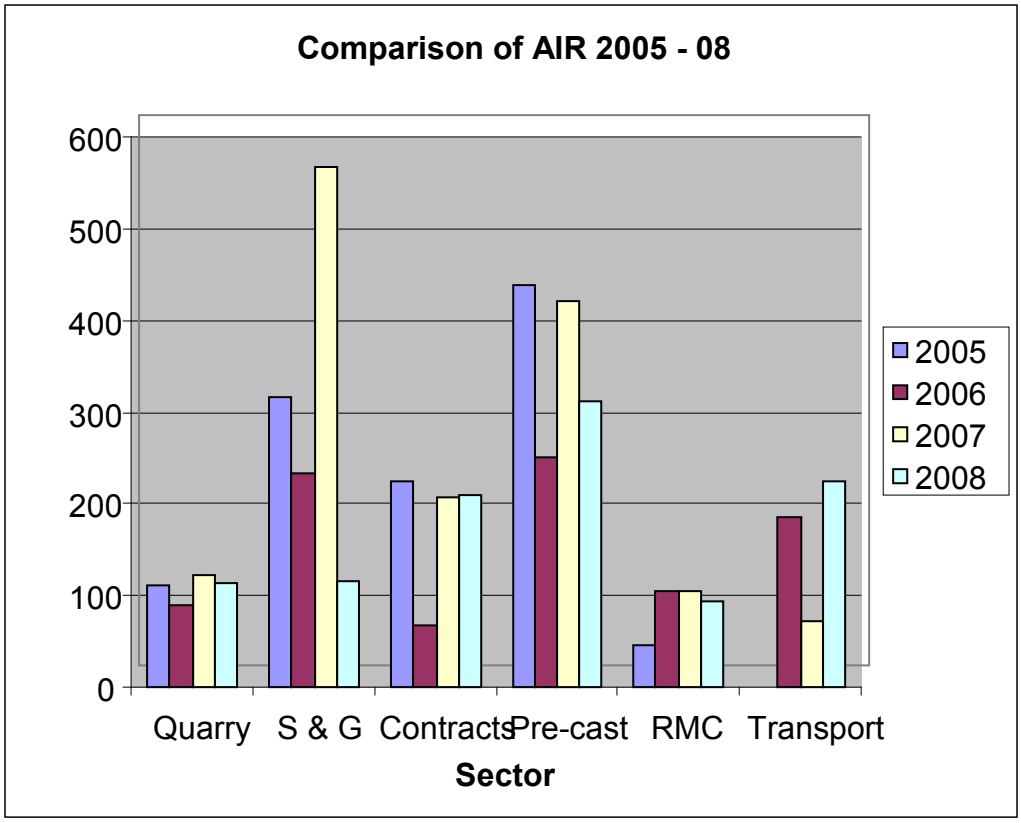
Accident Frequency rate



Accident Severity Rate



Accident Incident Rate



N.B. – There are no transport figures for 2005

Conclusions

The general trend shows a decrease in the accident rates from 2007. The total number of accidents and days lost has reduced significantly and the recognised accident statistic indicators of accident frequency rate, accident incidence and accident severity rate all show downward trends. These are the positives from the report.

It is regrettable to report the loss of approximately 1200 jobs in the past year. The significant reduction in employees and the total hours worked has a negative impact for both the industry and the Northern Ireland economy. It is hoped that this is a temporary trend and that the skilled workforce will not be permanently lost to industry.