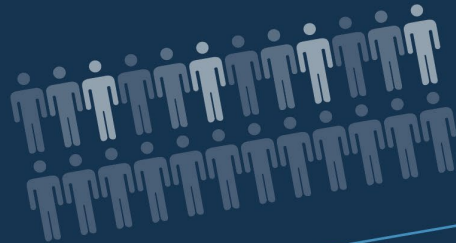


Safety Performance Dashboard

25 February 2021 Board meeting
Open session



73%



KEY TRENDS

January 2020 to December 2020

In the 12 months to the end of December 2020, 37 people died on Tāmaki Makaurau roads compared to 40 at the same time last year.

In the 12 months to the end of September 2020, 491 people sustained serious injuries on Tāmaki Makaurau roads. This is 79 less than the 12 months to the end of September 2019.

The number of overall Health and Safety reported cases has decreased slightly compared to the previous year. However, we have also experienced the Covid-19 lockdown in 2020, which reduced the number of work activities. Noting the Covid-19 effects on work patterns, we may be observing an increase overall in this reporting year.

Lost Time Injury (LTI) rate for Auckland Transport (AT) employees has a steadily reducing rate for the 2020.

DSI Trends 2020



37 Tāmaki Makaurau road deaths Jan to Dec 2020

491 Tāmaki Makaurau roads serious injuries in Oct to Sep 2020

Health and Safety Reported Cases 2020



294 average per month Jan 2020 to Dec 2020
323 average per month Jan 2019 to Dec 2019

247 cases reported in Dec 2020
313 cases reported in Nov 2020

Lost Time Injury Numbers Nov – Dec 2020



Five Lost Time Injuries

- Four in November
- One in December



SUMMARY OF H&S PERFORMANCE INDICATORS

for January 2020 to December 2020



Total injury frequency rate for AT Suppliers activities

The trend is stable for the total recordable injury frequency rate for AT operators and contractors.



Auckland Transport employee injuries

There is a stable and slightly reducing trend noted in the lost time injury frequency rate for AT employees in the last 12 months.



Injuries to other persons

With the increased customer data from CRM and lowered patronage numbers over the reporting rolling 12 month period, there is an increase in customer injury frequency rates.



Monitoring and inspection

The number of completed inspections has decreased in November and December, reversing the previous upward trend. The submission rate by contractors is lower than expected for November and December, which is historically low in any event.



Hazard & near miss reporting

There was a slightly downward average number of lead (unsafe or near miss) cases reported over the last 12 months.



Drug and alcohol (D&A) testing

There is an upward trend in the number of D&A tests being conducted in the last 12 months, despite lower numbers for reporting over the lockdown period.



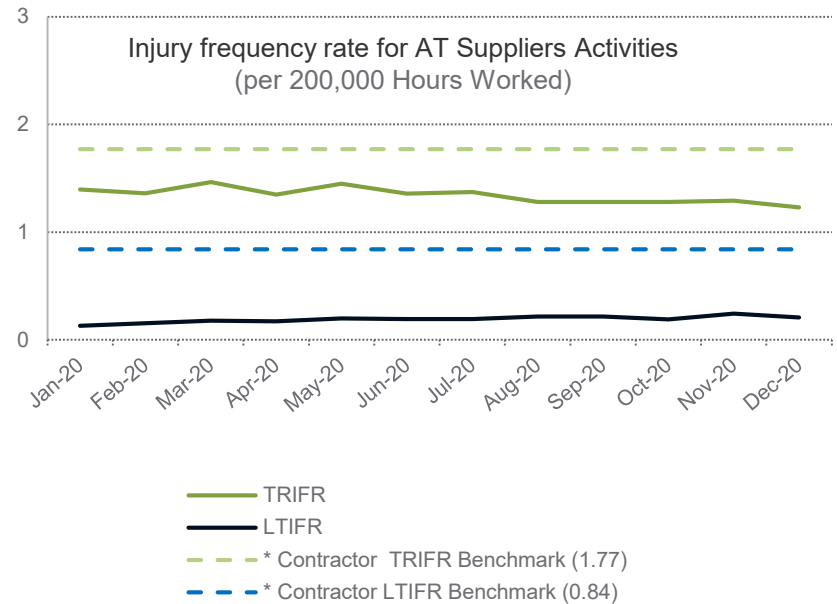
OPERATOR AND CONTRACTOR INJURIES FOR AT ACTIVITIES

There is a stable trend in the Total Recordable Injury Frequency Rate reported by operators and contractors

There were six regulator (WorkSafe, Maritime New Zealand and NZTA/Waka Kotahi) notifications over the November and December period specifically involving AT suppliers (four involving operators and two contractors).

One notifiable event incurred a lost time injury for the operator involved where a train manager’s finger was trapped between the door causing a laceration, which at the time appeared to be a partial amputation.

There were five other reported injuries relating to AT suppliers over the reporting period involving staff medical events, a motor vehicle event and a slip, trip and fall.



- Contractor frequency rate benchmarks are based on 200,000 hours worked extracted from 2018 Benchmarking Report {Business Leaders’ Health & Safety Forum (Zero Harm Workplaces).

** TRIFR is the rate of recordable injuries that occur per 200,000-man hours worked. LTIFR refers to the number of lost time injuries occurring in a workplace per 200,000-man hours worked. An LTIFR of seven, for example, shows that seven lost time injuries occur on a job site for every 200,000 man-hours worked. The formula gives a picture of how safe a workplace is for its workers.





AT EMPLOYEE INJURIES

The overall trend is reducing for Lost Time Injury Frequency Rate (LTIFR) for AT employees

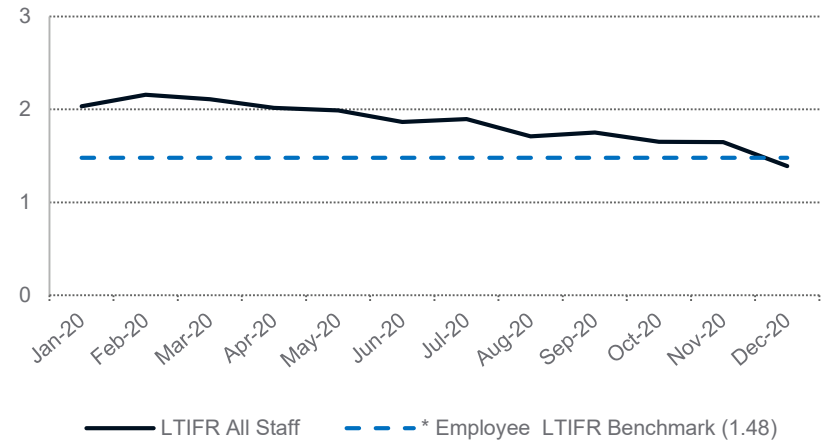
There was one event involving Harbourmaster staff in a slip, trip and fall incident aboard a vessel in November 2020. Two of the harbourmaster's employees were engaged in a 'man overboard' training.

The boat was turned quickly at a sharp angle, throwing both crew members off balance, causing them to be thrown against a hard surface. One suffered a concussion and the other suffered injury to the upper arm/shoulder and neck, with a possible concussion also. This has resulted in three, and four days of LTI respectively.

A notification was made to Maritime NZ and the Board of Directors about the harbourmaster's incident, which demonstrated potential flaws in risk management when completing this routine training exercise.

There were three lost time injuries over November and December involving Parking with slip, trip and fall incidents.

Injury frequency rate for all AT staff
(per 200,000 Hours Worked)



* Employees frequency rate benchmarks are based on 200,000 hours worked extracted from 2018 Benchmarking Report {Business Leaders' Health & Safety Forum (Zero Harm Workplaces)}.





INJURIES TO OTHER PERSONS (CUSTOMERS & GENERAL PUBLIC)

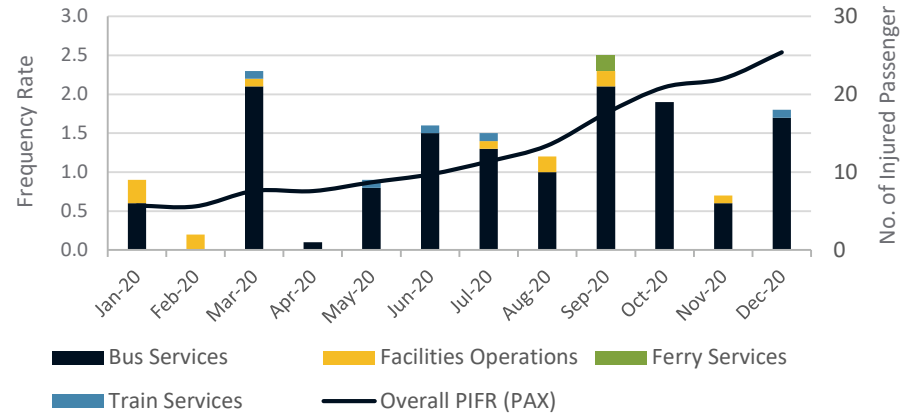
Reported injuries to customers and the general public has increased due to Customer Relationship Management (CRM) data being incorporated.

There was one fatality involving a member of the public, who trespassed into the rail corridor near the Britomart Portal entrance. The trespasser received an electric shock from the overhead line equipment, which caused the individual to fall to the ground. He was admitted to hospital, but succumbed to his injuries a few days later. NZTA were notified for site inspection and actions.

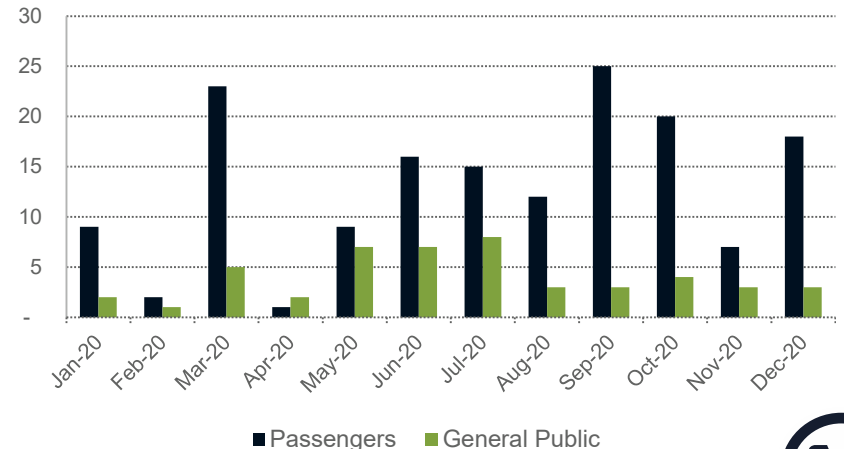
In Mangere, a child ran across the road and was struck by a moving bus. The child ran out in front of another parked bus, affecting the visibility of the moving bus. The driver was able to brake and swerve, and avoided a fatal accident. The child sustained some scratches and scrapes and lost some teeth in the accident. Police attended the event.

Passenger and customer injuries recorded in the CRM System have been included in the reported figure since March 2020. As we continue to improve the visibility of CRM data for the Safety team, the number of customer injuries reported in the bus operations has increased. Where possible, contact has been made to follow up on the welfare of the individuals concerned.

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



Injuries to other persons due to AT activities





MONITORING AND INSPECTION

H&S Monitoring and Inspections (physical works)

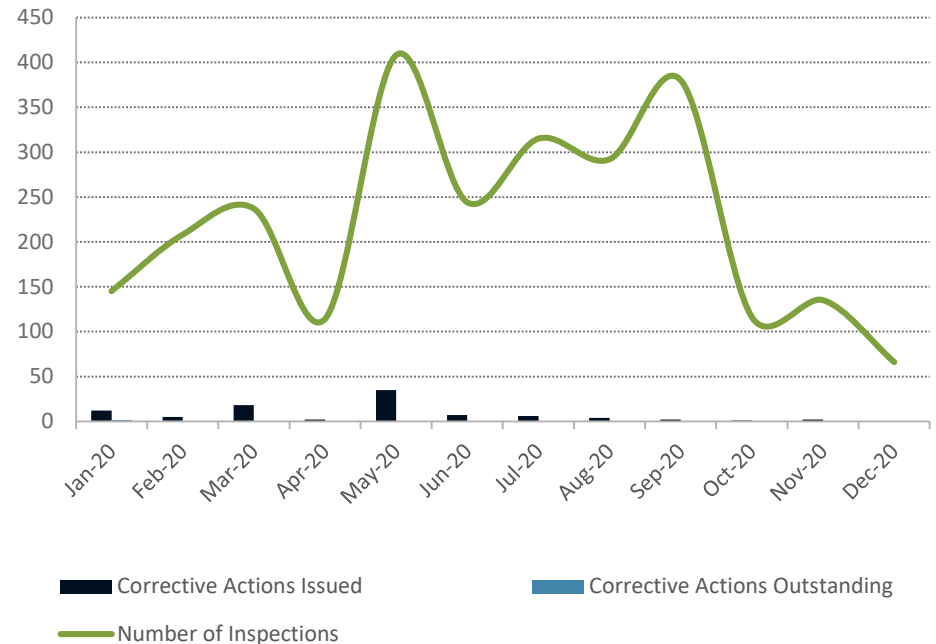
A total of 149 inspections were conducted at worksites during November and 76 in December. The continuing decline is due to lower than expected submission rates from contractors in November and the fact that monthly reports for road corridor maintenance contracts are not contractually required for December.

Two corrective actions were issued in November and none in December. Both corrective actions were minor and included matters such as:

- A worksite required additional pedestrian signage to ensure that pedestrians understood the footpath closure.
- The project manager raised concerns with the contractor about the implementation of the traffic management plan, which were immediately rectified. Additionally, catch pits had not been properly covered which would have allowed construction debris to enter the stormwater system.

All corrective actions were resolved.

H&S inspection and monitoring



NEAR MISS, UNSAFE BEHAVIOUR/ CONDITION REPORTING

Near Miss, Unsafe Behaviour/Condition Reporting

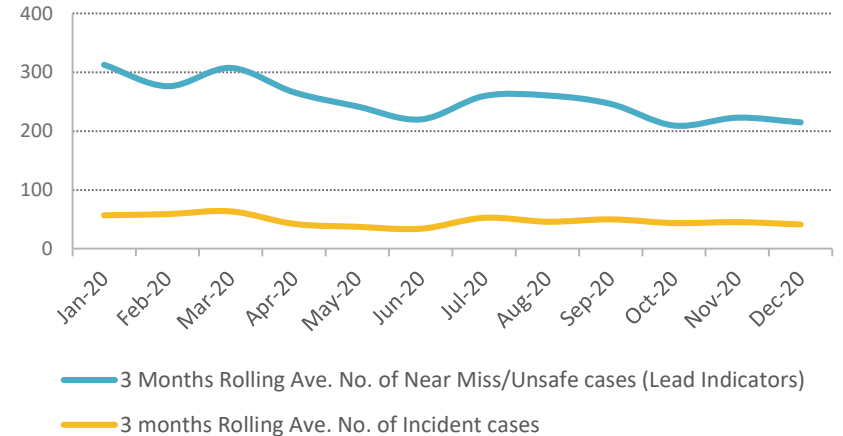
Over the past 12 months there has been a decreasing level of reporting of H&S cases in Synergi.

While 80% of the total H&S events reported over the last month were lead indicators (near-miss or unsafe behaviour/condition events), there has been a continued downward trend in near-miss reporting from external workers since October 2019. This is a concern.

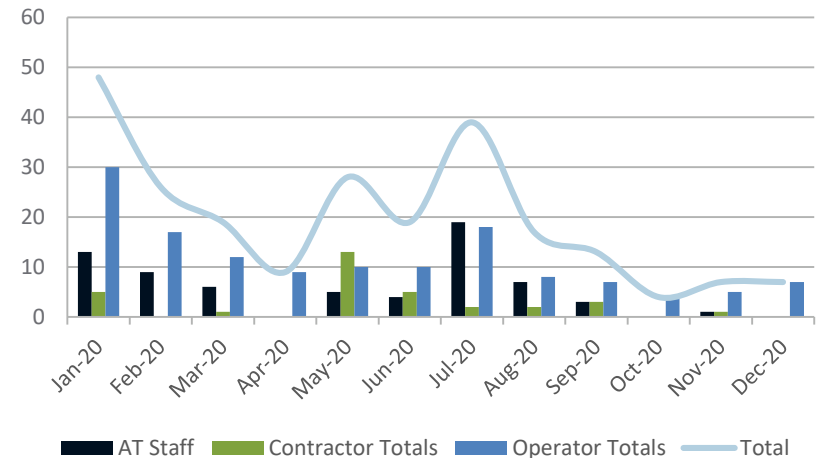
We continue to encourage staff and suppliers to report these lead indicator events in our H&S Blog on the AT Intranet, and will focus on contractor engagement with near misses.

The H&S team are proactively encouraging reporting at all levels.

AT events reported last 12 months



Near Miss reporting by activity area



DRUG AND ALCOHOL TESTING

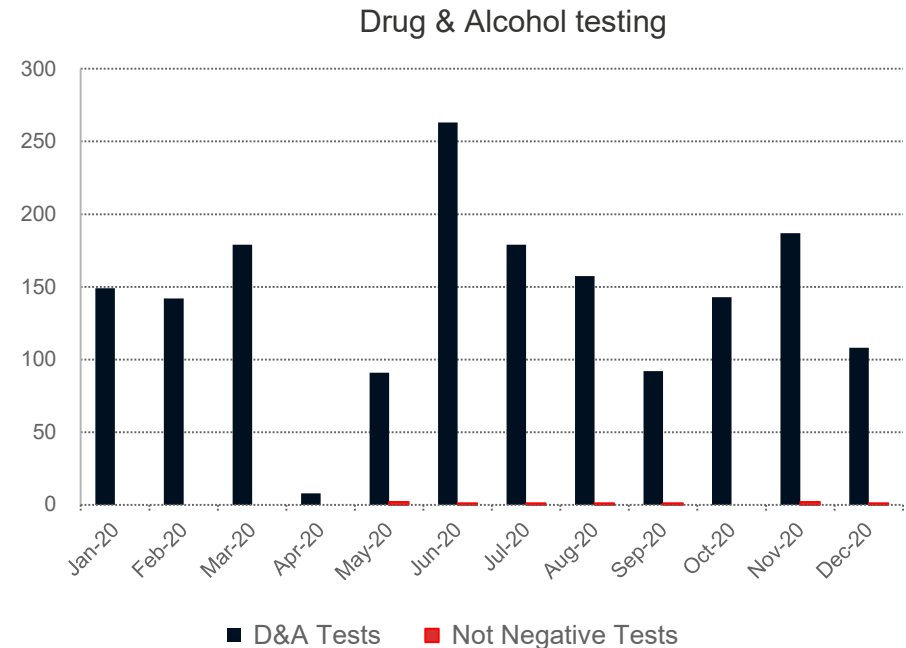
Drug and alcohol testing

Drug and alcohol testing is performed by contractors and operators including tests for 'reasonable cause' and post incident.

Drug and alcohol testing numbers (contractors and operators) were stable, except during the lockdown period in April.

There was a total of 295 tests over the reporting period completed for external workers with three 'not negative' random tests over the reporting period. The workers with non-negative results were stood down pending further testing.

With the recruitment and hiring for sensitive roles impacted over the lockdown period, there has been zero pre-employment tests since May. There were a total of 28 pre-employment tests for AT staff (in safety-sensitive roles) performed with zero 'non-negative' results in the last 12 months.





AUCKLAND ROAD DEATHS BY TRAVEL MODES

Auckland Road Deaths By Travel Modes

In the 12 months to the end of December 2020, 37 people had lost their lives on Auckland roads compared to 40 for the same time period in 2019.

16 deaths have been motor-vehicle occupants (11 drivers, five passengers) while 21 have been VRUs (eight motorcycle riders, 10 people on foot and three people on bikes).

VRU deaths made up the highest proportion of Auckland deaths in 2020.

In the month of December, Auckland recorded seven fatalities, the highest number of lives lost in 2020 in one month. All were vehicle occupants; four vehicle drivers, three vehicle passengers. Five of those were killed between Christmas Eve and New Years Eve.

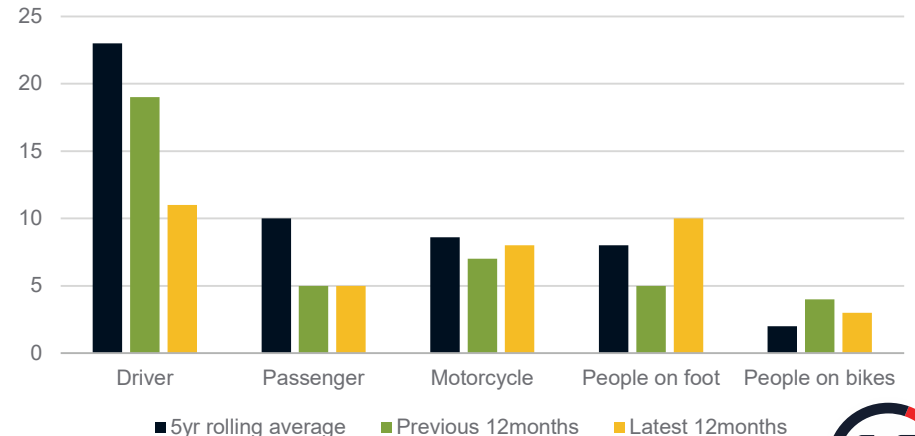
Outside of the Road Safety programme, AT is involved in 21 Innovating Streets projects, working with Auckland Council, Panuku, Local Boards and Waka Kotahi trialling new ways to create safer and healthier streets for people, including around schools and town centres.

*Vulnerable road users include: Motorcyclists, people on foot and people on bikes

Number of lives lost on Auckland roads rolling 12 months to December 2020



Number of lives lost by mode of travel up to December 2020



Figures sourced from the Ministry of Transport official road death count





AUCKLAND ROAD SERIOUS INJURIES BY TRAVEL MODES

Auckland Road Serious Injuries By Travel Modes

In the 12 months to the end of September 2020, 491 people sustained serious injuries on Auckland roads compared to 570 in the 12 months to the end of September 2019.

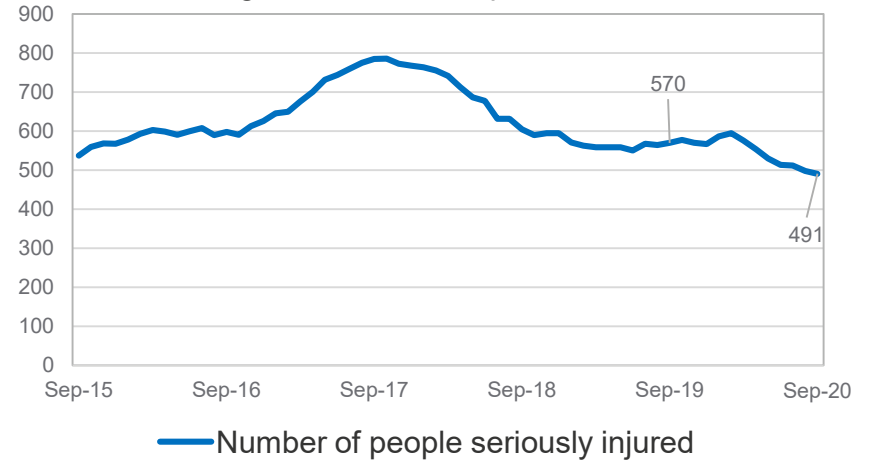
Overall, the number of serious injuries sustained by motor-vehicle occupants is slightly higher than our more vulnerable road users (264 as opposed to 227).

The ratio of serious injuries to deaths appears to be increasing suggesting that serious injuries are not reducing as quickly as deaths. However, it is very sensitive to the relatively low numbers of deaths and hence the ratio is not very statistically robust. Furthermore, 2020 numbers have been affected by COVID-19.

There is a three month lag with serious injury data. It is currently only available up to September 2020.

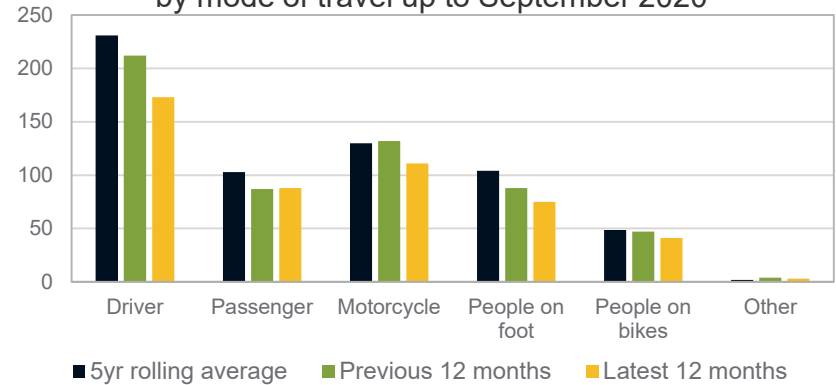
*Vulnerable road users include: Motorcyclists, people on foot and people on bikes

Number of people seriously injured on Auckland roads rolling 12 months to September 2020



— Number of people seriously injured

Number of people seriously injured by mode of travel up to September 2020



Please note that there is a three-month delay for serious injury information from Waka Kotahi NZ Transport Agency Crash Analysis System (CAS), and that monthly figures can vary over time due to Police investigation outcomes and reporting timelines.

