

**Consultancy Report on the Development of Site Safety Strategy
Supplementary information on issues discussed at the 27.4.2000,
25.5.2000 and 22.6.2000 BC meetings**

Discussion Issues	Supplementary Information
(a) In Table 2.1, does the percentage of HA accidents in 1999 (16.5%) compared with that in 1998 (8.7%) represent a worsening trend?	No, reading the percentage alone does not take into account the significant percentage increase of the no. of workers working in HA projects. (increase from 16.7% to 30.1%). The number of workers also increase from 13,182 to 21,294 When this is considered, the incidence rate actually drops from 129 in 1998 to 113 in 1999. 2.3 to 2.5 of the Final Report supplement this aspect.
(b) In Table 2.1, does the number of HA accidents in 1999 (2405) compared with that in 1998 (1699) represent a worsening trend?	No, reading the accidents number alone does not take into account the significant percentage increase of the no. of workers working in HA projects. (increase from 16.7% to 30.1%). The number of workers also increase from 13,182 to 21,294 When this is considered, the incidence rate actually drops from 129 in 1998 to 113 in 1999. 2.3 to 2.5 of the Final Report supplement this aspect.
(c) Will accident rates different from those presented in table 2.1 be derived if accident figures in table 2.5 and 2.6 are used?	Only 8 selected categories of major accidents in a 9 months period are presented in table 2.5 and 2.6. The summation does not represent the total annual accident figures, whereas the rate in table 2.1 is derived from the total annual accident figures.

- (d) The ultimate goal to culture a habit in the industry should be understood. This goal is to be noted throughout the course of strategy implementation.
- (e) Implementation of the Pay for Safety Scheme. BC has approved the implementation of the Pay for Safety Scheme vide BC paper no. 138/99. All Building Contracts tendered out since 31.1.2000 have Pay for Safety provision. Clear guidelines have been developed for implementation of the Scheme.
- Temporary physical items (such as safety rails) to be provided during construction are also assessed in the Safety Bill by way of linking to the Labour Department's inspection and conviction system on such items.
- (f) Most of the recommendations were broad and general. Consideration of formulating details. The Final Report is a strategy. Details of implementation would be developed based on the direction of the approved strategy.
- (g) Analysis on the volume and speed may give a better picture on the trend of accident incident rate. Point noted, these 2 factors are also addressed in the Final Report, 2.20 to 2.23 in particular.
- (h) Analysis on the number of incidents involving death over a period of time could indicate information about safety measures. This factor will be kept in view. Analysis of the fatal accidents data in 1999 and up to present shows that each fatal count was caused by single separate incident.

- (a) Possibility of suspending site activities in case of fatal accidents as a deterrent measure. Labour Department's suspension of site activities is aimed to remove risk and not for punitive purpose. The cause of fatal accident must first be examined before penalty is considered. A contractor may not necessarily be culpable.
- 2.6 of the Final Report supplement this aspect.
- (b) Contractors' safety records to include those for the HA and also non-HA projects. 3.10 of the Final Report recognized that there are difficulties in verification of accident figures from the private sector.
- (c) Concern that the recommended Tender Assessment safety scoring system would ruin the tender process. The safety profile scoring system can be developed to integrate with the Preferential Tender Award System (PTAS) and Bonus Scheme, so that one tender evaluation system is in operation.
- (d) The WB target is set at 1.5 accidents per 100,000 man hours worked instead of 1.6 stated in paragraph 2.40. This correction is acknowledged.
- (e) Regarding the consultant retaining service, consideration to engage HKU to advise on the strategy implementation. HKU's accident analysis is basically statistical and does not involve strategy measures nor implementation.
- (f) Details of the Safety Unit Functions of the safety unit are listed in paragraph 6.17 of the Final Report. Creation of necessary post will be accounted in DEC and HRC papers.