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AN APPROACH TO OHS RISK ASSESSMENT IN SEAPORTS

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ABSTRACT

This work shows that despite the variety of risk assessment methods available, that can be used together or separately, to determine occupational risk assessment on different activities of port work (MSA, 2004), (Silva *et al*., 2007), (IMO, 2007), a practical and validated method would become a valuable tool to use in different real scenarios in a OHS approach. The identification of the most probable scenarios and variables studied pretends to be the base to an occupational risk assessment model of direct use in port work.

Keywords: seaports, risk assessment, OHS.

INTRODUCTION

The purpose of this research was to ascertain on how occupational health & safety (OHS) is actually assessed in cargo handling related operations in the various ports around the world (Antão *et al*., 2005), (TMGA, 2008), (Commonwealth of Australia, 2009) (PSS; HSE, 2010), since workplace health and safety is a priority recognized and strongly defended by OIT and The European Union. After an exhaustive research of no validated and validated methods in port work (Zuesongdham, 2010), and a consequent evaluation of its pros and cons, some scenarios and a minimum, but considered as satisfactory number and type of variables, according to an established criteria were identified. The OHS variables achieved, took into consideration a future risk assessment tool (Antão, 2009), easy to understand by different workers and specialists, of quick and efficient use and with traceability of results guaranteed. In case of future applications to different sceneries some examples of ranges that might be taken into account were given. Particular attention was given to the organization and size of terminals and quays, during the variables selection. Also the OHS regulations and OHS practitioners' requirements were taken into consideration to better understand the kind of activities of port work.

RESULTS AND CONCLUSIONS

This study showed that despite of the several methods (Antunes *et al*., 2010) used to access the risk in different activities of port work, applied together or separately, and in terms of OHS approach to different terminals and cargoes, it is necessary to develop a method that gives the same results for the same variables, even when applied for different people or at a different time. It also showed that most of all, there is a substantial need of an easy to apply and reliable method to assess OHS in different real scenarios.

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