

Safety & Environment

Report 2002 to 2003 - Summary Update



Explanation of Update

Honda of the UK manufacturing (HUM) published their first EMAS brochure covering both Safety and Environment performance on 13th March 2002 covering the period up to September 2001.

This summary updates the information in that brochure up to the end of March 2003.

For ease of comparison the paragraph numbers used are the same as those used in the original brochure.

2.0 Introduction

HUM development in 2002

2001 was a year of significant change for HUM with the start of full operation for the second line, many new model changes and the start of exports to both America and Japan.

In 2002 the company focus was to achieve production stability by building the CRV model on line 1 and the Civic three door and five door on line 2. This activity has resulted in a 43% increase in car production to 186,000 units with 37% being exported to America.

HUM employed 4273 associates by December 2002 and remained the only plant within Honda's global operations to produce the Civic 3 door variant.



3.3 Plant Environment performance

3.3.1 Air and Odour

In 2002 HUM has seen a stable performance in the Die-Casting emissions to air and an overall reduction in the paint emissions to air.

In the paint shops. In 2002 the focus was on further reducing our VOC emitted to atmosphere. This has been achieved in line one with a reduction of 2g/m³ from 24g/m³ to 22g/m³ by improving solvent management and materials control. In 2003 the painting process has been set a challenging mass emission target of 20mg/m³ by the end of the year. This will be achieved by increasing solvent recovery and making further reductions in solvent use.

There were no concerns with regard to the Bumper Painting process.

In Die Cast In 2002 the main objectives were to receive no odour complaints which has been achieved, and to develop a comprehensive Pollution Prevention and Control (PPC) application for submission in May 2003. In addition, the existing Local Authority authorisation has been updated by removing the requirement to monitor air emissions for lead, amines and hydrogen sulphide as the amounts of these substances are negligible.

Other - In 2002 HUM also applied for two new Local Authority authorisations for the Unloading and Storage of Petrol and the Use of Adhesives and Sealers. The Petrol authorisation is now in place and the adhesives authorisation has been submitted to the Local Authority.

3.3.2 Water Discharge

2002 was the first full year of operation since the opening of the new line, which has resulted in an increase in the effluent being treated at the on site Waste Water Treatment Plant. Also in 2002 improved methods to treat phosphates were introduced which resulted in a significant reduction of phosphates in our waste water from 100ppm in 2000 to 31ppm in 2002. This was achieved by the introduction of phosphate free degreaser in both Paint line 1 and 2 and improving the Phosphate pre-treatment process within Waste Water Treatment.

There have been no significant spillages to storm water and no contamination has been noted at the storm water lagoon. Overall discharge to storm has remained stable.

Future activities

In 2003 our objective will be to ensure that there are no significant spillages, the oil storage regulation requirements are achieved and the new car painting PPC permit is introduced into the Waste Water Treatment Process.

A significant reduction of phosphates in our waste water has been achieved, 100ppm in 2000 to 31ppm in 2002.



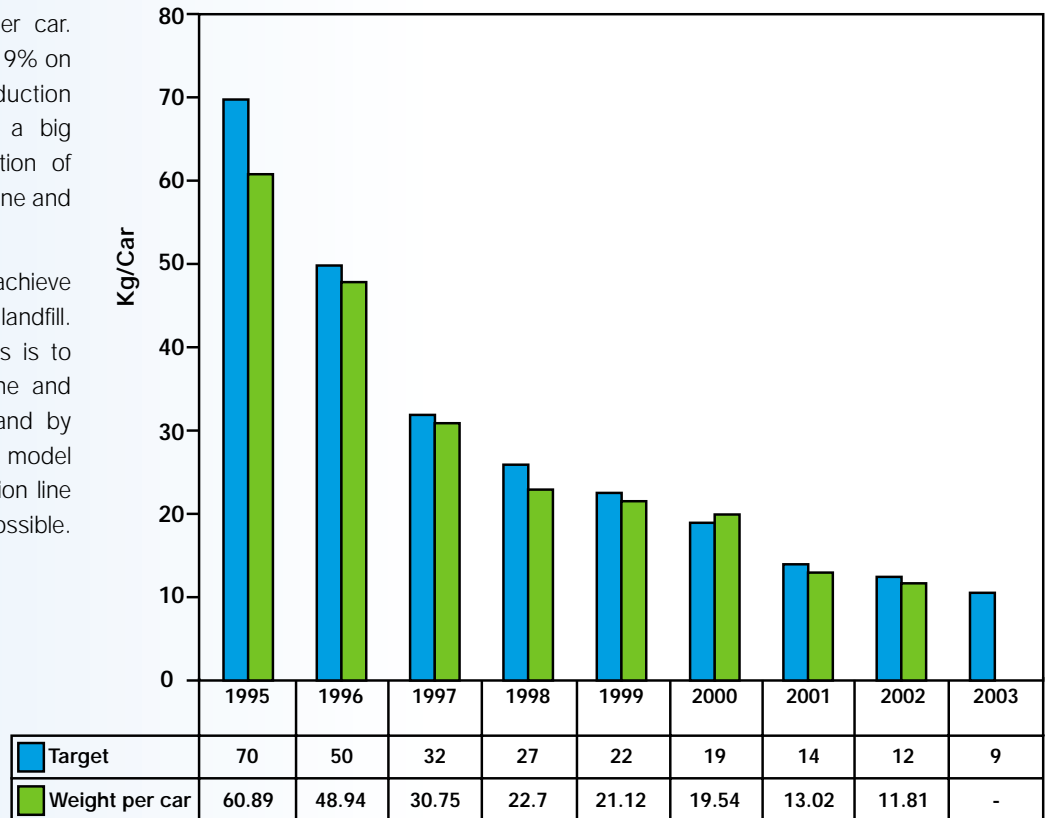
HUM Storm Water Lagoon

3.3.3 Waste

In 2002 HUM achieved a reduction in landfilled waste of 1.21Kg per car. This equates to a reduction of 9% on 2001 performance. The reduction has been achieved through a big improvement in the segregation of recyclable materials in the engine and car plants.

HUM's target for 2003 is to achieve 9kg per car for waste to landfill. The method for achieving this is to improve recycling of polythene and cardboard in Paint Division and by ensuring that scrap parts from model change activities and production line damage are recycled where possible.

WEIGHT OF WASTE LANDFILLED PER CAR



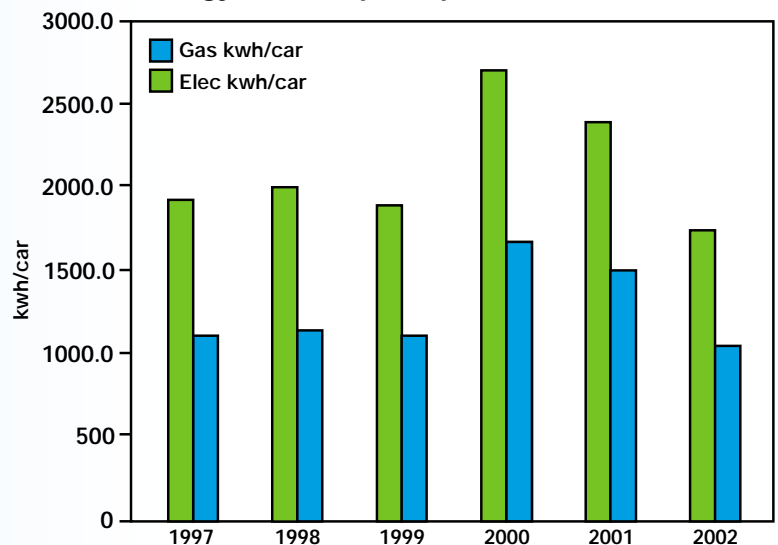
3.3.4 Energy

In 2002 the target was to reduce energy consumption to 1842.91 kWh / car. This is based on our CCL (climate change levy) Negotiated Agreement commitment for IPPC areas as well as HUM's own internal targets. For this financial year HUM achieved 1863.61 kWh / car. Overall this has been achieved through increased efficiency in Car Line 2 and an increase in energy awareness. The investigation into the removal of steam in the Engine Plant was completed in 2002 and implementation will take place in 2003.

Energy awareness has been improved through the development of the Energy Information Web page where time energy monitoring results can be viewed by departments enabling abnormalities to be investigated as soon as they occur. The company energy committee has been re-launched to increase the company focus on energy reduction.

In 2003 the Web facility will be expanded to include a helpline for all energy responsible associates within departments to enable concerns to be answered quickly and correctly.

Energy Consumption per car



3.3.5 Noise

In 2002 the target was also to receive zero complaints from the local residents. HUM received two complaints relating to the incorrect functioning of a compressor. An improved silencer has now been installed and there have been no further complaints.

Roof top noise testing has been taking place in 2002 to update the noise model with actual data from line 2. This activity will continue into 2003 with additional work taking place to assess the impact of irregular noise from the PPC processes to further enhance the noise model. Future improvement activities will be prioritised based on the results of the noise model.

Time	East	Limit	West	Limit
Day 07:00 to 22:00	32.1dbA	40dbA	39.4dbA	50dbA
Evening and Morning 22:00 to 00:00 & 06:00 to 07:00	31.3dbA	35dbA	38.1dbA	45dbA
Night 0:00 to 06:00	13.7dbA	30dbA	34.4dbA	40dbA

3.3.6 Traffic

Transporters dispatching cars to UK dealers and ports

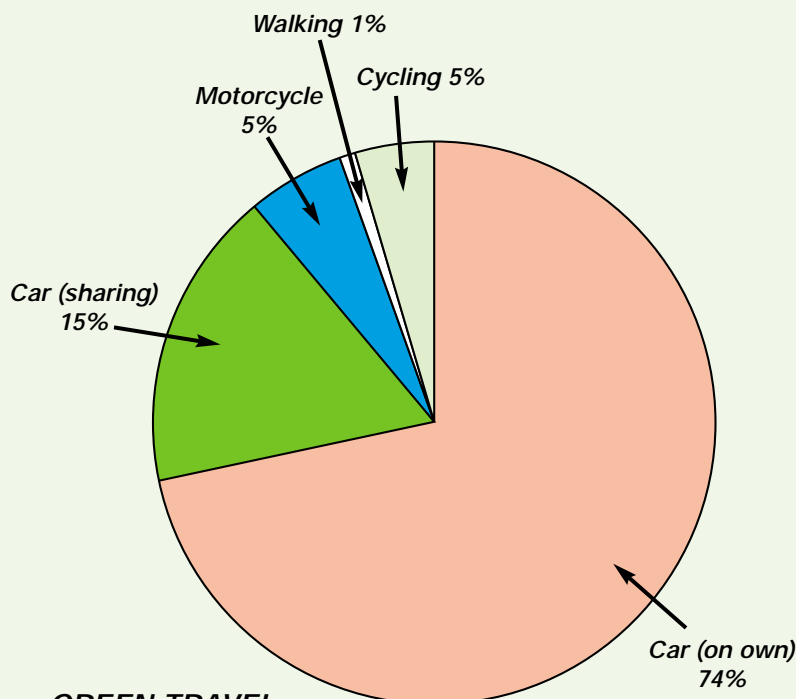
In 2002 HUM increased the number of vehicles that could be carried on each car transporter from 10 to 11 civics and from 8 to 9 CRV's. The investigation into the use of rail to deliver cars is on going and in 2003 additional trials will take place for deliveries to Europe to assess the quality, cost and delivery benefits.

Parts deliveries from local warehouses or directly from suppliers.

HUM has continued through 2002 to work with suppliers to minimise the number of deliveries to site. A significant reduction of approximately 800 vehicle movements a day on local roads has been achieved through the Key Point Distribution Facility and the movement of parts from this facility to HUM on an internal road. This facility has replaced a number of small warehousing facilities in Swindon. In 2003 a new Advanced Shipping Notice (ASN) logistics monitoring system will be introduced to improve parts inventory control and visibility at the warehouses and therefore minimise any unplanned deliveries.



3.3.6 Traffic



**GREEN TRAVEL
SURVEY JULY 2002**

Associates driving to and from work.

In the traffic survey carried out in 1998 it was established that 90% of all HUM associates travel to work by car of which 22% regularly car share. To reduce the impact of the second line HUM developed a green travel policy that targeted a reduction of cars entering site by 10% of the number found in the initial survey.

A second survey was carried out in 2002. The survey confirmed the level of car sharing taking place prior to the implementation of a car sharing database was 15%. The full results are shown opposite.

The Car sharing database was launched in September 2002 with only limited interest from associates. The focus of activity for 2003 is to encourage greater use of the database and to increase the number of associates car sharing by 10%.

In 2002 there were 2 complaints relating to HGV traffic in Swindon and the surrounding area. Although one of the concerns has now been resolved there are still some outstanding issues relating to a concern raised in Cricklade, a town near Swindon.

3.3.7 Visual Impact



In 2002 the landscaping around line 2 was completed with approximately 2500 additional trees being planted and some mound shaping taking place on the boundary with South Marston village. In addition some planting was carried out along the new Key Point link road.

In 2003 extensive grounds maintenance will continue but there is no planned additional planting.

2002 has seen an increase in the number of lights illuminated in the new vehicle parking area during non-operational hours causing an increase in the light impact of the operation. This is because of the requirement to increase security in the area but there is a plan to further improve security in this area in 2004, which may allow HUM to reduce lighting levels.

3.3.8 Indirect Impacts



Vehicle Quality
Shipping Line

The Product

Two cars of each type sent to the EU, America and Japan are confirmed as compliant to emission limits and external noise every month. There has been no change to this activity in 2002.

Supplier Management

Due to the additional work that suppliers had to do to achieve the requirements of the End of Life Vehicle Directive the standard supplier environmental survey was not issued in 2002 but an ISO14001/ EMAS status survey was carried out in October 2002. The survey found that 60% of first tier component suppliers had achieved the standard an improvement of 3% on last year's survey.

In 2003 Honda Motor stated that by March 2005 all tier 1 component parts suppliers will have achieved ISO14001 or EMAS. This requirement will be communicated at the supplier forum in April 2003. The next full Supplier Environmental Survey will take place in September 2003.

Contractor Management

Our activity in 2002 focused on reducing the number of incidents as a result of contractor activity and the development of an approved contractor list. Incidents are defined as any activity or action that has the potential to cause pollution, for example, spills or wastes incorrectly segregated. Unfortunately the number of contractor incidents was 11 over a target of 9. In 2003 a new target has been set of 4 significant incidents, as defined by the Safety and Environment department, with additional training activities being put in place to support this target. The development of the approved contractor list continued in 2002 and this activity will continue in 2003 with further work being done with the Purchasing department to ensure that the contractor list is communicated through out the company.



Other new Activities End of Life Vehicle Directive Compliance

HUM has approached the ELV directive in a structured way in order to ensure compliance. Step one was to identify all parts that contain Lead, Mercury, Hexavalent Chromium and Cadmium. This was done through the supplier forum and by issuing a survey document to suppliers to identify the content of heavy metals in each part. The responses from the survey were analysed against the directive and action prioritised against the ban date. Suppliers of non-compliant parts met with HUM and Honda R&D to confirm the countermeasures and timing of compliant parts introduction. The fitting of these parts was tracked through VIN and EIN numbers. A declaration of compliance to the ELV directive for all Engines and all CRV models was made on the 17th April 2003. The Civic model will achieve compliance during May 2003.

However this activity doesn't end at Phase one. Work will continue to ensure future compliance.

3.4 Environment Data for 2000 and 2001

Environment Data for 2000 and 2001

Criteria	2001	2002	Legal requirement
Air and Odour			
• Paint Mass emissions (g/m ²)	24	25 (inc. line 2)	60
• Bumper Paint VOC Stack emissions average (mg/m ³)	11	13	50
• Die cast stack emissions average (mg/m ³)			
- Particulate (mg/m ³)	3.1	4.8	50
- Flouride (mg/m ³)	0.4	0.2	5
- Chloride (mg/m ³)	1.4	0.86	5
- Copper (mg/m ³)	0.001	0.0012	20
- VOC (stack 3 only) (mg/m ³)	15.8	19	50
- All other results for stack 3 were undetectable			
Water			
• Metals waste water stream			
- Oil and Grease (mg/l)	6	12	50
- Chemical Oxygen Demand (mg/l)	530	798	2000
- Setttable Solids mg/l)	15	8	1000
- Nickel mg/l)	0.86	0.62	2
- Zinc mg/l)	0.42	0.31	3
- Copper mg/l)	0.09	0.07	3
- Lead mg/l)	0.12	0.09	3
- Chromium mg/l)	0.08	0.07	3
- PH	8.7	7.9	6-11
- Phosphate (mg/l)	66	31	100
• Engine Effluent treatment discharge			
- Oil and Grease mg/l)	14	20	350
- Chemical Oxygen Demand (mg/l)	6135	8886	30000
- PH	6.95	6.84	6-11
- Setttable solids (mg/l)	23	50	1000
- Nickel (mg/l)	0.8	0.05	2
- Zinc (mg/l)	2.13	2.48	3
- Copper (mg/l)	<0.1	0.08	3
- Lead (mg/l)	<0.1	0.18	3
- Chromium (mg/l)	<0.1	0	3
• Lagoon Discharge			
- Oil and Grease (mg/l)	2.00	1.87	20
Waste			
• Waste to landfill (kg/car)	13.02	11.81	Internal target of zero waste to landfill by 2010
Energy			
• Gas and electricity consumption kwh/car	2326.73	1863.61	Internal targets set.
• Water Consumption m ³ /car	3.99	2.33	
Noise			
• Achieve planning permission	Testing carried out in 2001 and 2002	Required to be completed for the PPC application	Planning consent limits.
Traffic			
• Vehicle dispatch	On-going traffic minimisation activity - refer to section 3.3.6		
• Parts deliveries			
• Associate Travel			
Visual Impact			
	Refer to section 3.3.7 for general comments		

4.3 Safety Performance - Detail

4.3.1 Fire

The objective in 2002 was to have zero major fires. Unfortunately this target was not achieved as there was a fire in an air handling unit in Bumper Paint. No associates were hurt but the production line was stopped for one day. This resulted in the development of the fire and explosion committee whose focus is to check new equipment and audit old equipment for fire prevention integrity.

In 2003 the target will remain at zero major fires. HUM will continue to work with our associates to raise fire awareness and support the fire and explosion committee to help prevent future fires.



Fire Fighting training at HUM

4.3.2 Plant and Equipment

The focus in 2002 was to ensure that all equipment and systems of work within the new line comply with HUM standards. This work is scheduled for completion by August 2003.

The PUWER project to upgrade all pre1995 equipment to latest standards has been ongoing through the year. The main work in line 1 Frame Assembly has been completed. Work in 2003 will ensure that the Weld and Engine Plant equipment is up to the required standard. This will be an ongoing project for at least the next two years.

Noise

Line 2 noise monitoring was completed in 2001. The new plant is very quiet with only 3 limited areas above the second action level of 90dBA and nearly all the production areas below 80dBA.

In 2002 a noise monitoring survey was carried out on Engine Plant and in line 1. In addition to this hand/arm vibration testing was carried out in all areas where vibrating tools are used to identify any concern areas prior to the implementation of legislation in 2005.

The report has not been received to date but if problems are identified countermeasures will be agreed as necessary

Lifting equipment

The implementation of a database to track lifting equipment was delayed in 2002 but a tagging system has been trialed in the Frame Assembly area. In 2003 this system will be adopted through out HUM.

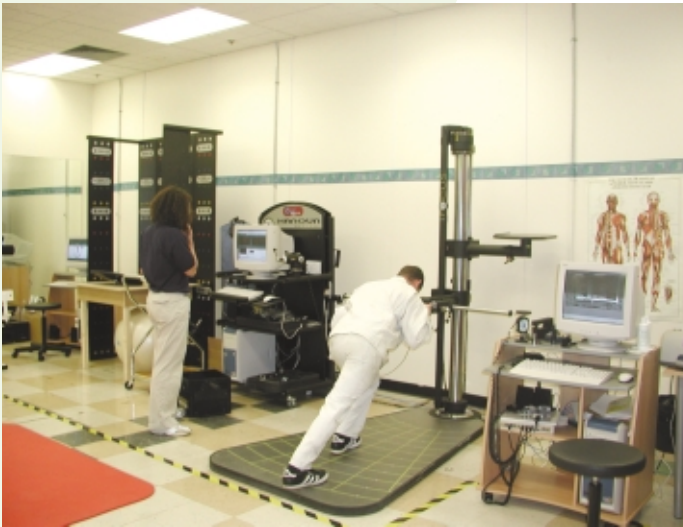


Instrument panel sub-assembly from Assembly Line 2



The new Press Blanking Line

4.3.3 Manual Handling



On-site Rehabilitation Facility

HUM has continued to encourage job rotation within the production areas to reduce the potential for muscular skeletal injuries.

In 2003 the Occupation health department will be joining with the Safety and Environment Department which will help communication and focus our effort on this type of injury. The on-site rehabilitation function has continued to offer a valuable physiotherapy service and we have seen the benefit of associates returning more quickly to their processes. In 2003 this role will be expanded to include proactive capability assessments of associates that can be matched against the requirements of the process. This will be an ongoing programme that will be completed in 2004, though the process assessments will have to be re-assessed on each model or production rate change.

4.3.4 Vehicle Movements

Vehicle training has continued throughout 2002. 138 associates who regularly drive on the public road have attended a defensive driver training course. As a benefit of this activity we have seen a reduction in our insurance premium.

Fork lift and tow truck training has continued with no changes except for the company wide requirement to wear seatbelts on counterbalance forklift trucks.

Towards the end of 2002 HUM started to carryout vehicle maneuvering training for associates who work in the Vehicle Quality, Final Quality Adjustment and Vehicle Logistics areas. Approximately 70% of Line 1 associates have completed this training. The course objective is to reduce the number of minor accidents that occur in the car parking areas and to increase associate driving awareness to surrounding activities. This training will continue in 2003 with a plan to complete all remaining associates by the end of the year.



The Honda CRV

4.3.5 Parts

In 2002 hand safety training package was rolled out in the majority of departments. This will continue in 2003.

Despite the training, there was a serious accident involving an associate pulling a stillage and colliding with a protruding object resulting in a serious hand injury. As a result of this accident a full assessment of all stillages has been started to ensure that they can be moved without holding the outside posts of the stillage. This survey will be completed in 2003 and will lead to a stillage improvement programme.

Engine Assembly Department



4.3.6 Construction and Maintenance

In 2002 the maintenance function was returned from a centralised department to the production divisions and the work during this year has been to ensure that they are aware of and following the department systems. An equipment safety committee was set up to support a number of activities including:

- Update the Company standard for new equipment specification.
- Check all new installed equipment for safety against specification.
- Coordinate the PUWER project for pre 1995 equipment company wide.
- Check method statements and risk assessments when significant changes are proposed for existing equipment.
- Develop safe working maintenance practices and procedures for divisional teams.

External contractor management has been continuing in its current form. An approved contractor list has continued to be developed in 2002 and this work will carry on through 2003.



Weld Line 2 Robot Cell

4.3.7 Display Screen Equipment

In 2002 the Miscellaneous Arrangements Regulations amended the Display Screen Equipment Regulations by requiring all VDU workstations to be assessed. A number of new VDU department trainers have been trained. It is anticipated that in 2003 they will train or retrain all associates within their departments. Further activity on workstations in meeting rooms to ensure compliance with the changed regulations will be carried out in 2003.

4.3.8 Awareness

A safety initiative called the Do's and Don'ts Competition was held and over 100 Associates submitted slogans. In 2003 these slogan will be entered onto the Safety Manual and departments will be able to use them within their departments to promote greater safety awareness.



4.3.9 Health

2002 has been a busy year for the Occupational Health (OH) Function. The focus of the activity has been on developing the OH function in line 2 including supporting the recruitment of a second shift and developing rehabilitation with the production departments. In 2003 they will be continuing to work with Associate Services but as part of the Occupational Health, Safety and Environment Department. They will also be supporting the new physiotherapy service provider in developing improved matching of associates to production processes.

4.4 Safety Data for 2001 and 2002

Injuries as defined in The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR) occurring to HUM employees.

	2001	2002
Fatal Accidents	0	0
Major injuries	6	5
Dangerous occurrences	0	1
3 day Reportable Accident Rate *	1637	1941
Reportable disease	4	1
First Aid accident and ill health rate*	15,583	16,393
HSE enforcement notices	0	0
Convictions of HSE offences	0	0

*per 100,000 employees as defined in HSE publication Successful Health and Safety Management (HSG65)

Description of serious accidents

2001

- Fractured finger when it was trapped by furnace bucket.
- Fractured wrist when the Associate slipped stepping out from equipment pit.
- Fractured foot when the Associate tripped stepping over parts box.
- Fractured wrist when the Associate fell on stairs.
- Fractured ankle on a conveyor in prohibited area.
- Fractured elbow from a fall when work platform slid.

2002

- Fractured foot when car reversed over it.
- Fractured foot when an ingot basket rolled onto it.
- Fractured foot when slipped and dropped a cylinderhead on foot.
- Fractured hand when moving a stillage.
- Amputated end of finger when it was trapped between a stillage and a column.

Countermeasures have been taken to prevent re-occurrence for all of these accidents.

HUM does not gather specific absence data on the number of employee days lost due to all causes of physical and mental illness separate from general absence data.

As safety at HUM is not driven by cost but by respect for the individual, information on the cost of safety is not available. Consideration will be given to providing the specific information in the future as requested by the HSC guidance.

The unstable production brought about by starting up the second line and the many model changes has led to an increase in accidents during 2001 and the first half of 2002. Improving stability in the second half of 2002 is bringing the accident rate back down.



5.0 Local Community Activity

School Visits

HUM has continued to work alongside Swindon Borough Council in order to promote environmental management and Local Agenda 21 in schools in the Swindon area. Over 600 students have visited site from 4 schools. The plant tour has proved to be the most popular part of the visit along with the refreshments! The target for 2003 is to increase the number of schools involved from 4 to 5 and to continue to work closely with Swindon Borough Council.

The Safety Challenge

The Safety Challenge is an initiative that was introduced in 1998 to reduce accidents by increasing safety awareness and to give Honda associates a choice of charities to whom the company donates money. This is achieved by teams of associates working a number of target days without an accident. When a team has reached its target a donation of £50 is given to a local charity of their choice. In 2002 HUM donated a total of £11,400 to local charities of which £1750 was given to the Charlie Jarvis Cancer Fund, £1600 to Cancer Research and £950 to the NSPCC.



Bumper Paint receiving a Cancer Research Award.

6.0 Verification Statement

6.1 Environment

'The information and data contained within sections 1.0 – 3.0 and section 5.0 – 6.0 has been verified as representing an accurate statement of fact and this environmental statement has been validated as meeting the requirements of Eco- Management and Audit Scheme (EMAS 2) (Regulation (EC) number: - 761/2001).'

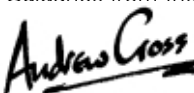
Signed: 

Andrew Cross
Andrew Cross
VCA, Accredited Verifier for EMAS 2 (Verifier No UK-V-0014)

Vehicle Certification Agency (Registration No. 028)
1 Eastgate Office Centre,
Eastgate Road,
Bristol.
BS5 6XX

6.2 Safety

The information and data contained within section 4.0 has been verified as representing an accurate statement of fact and the safety statement has been validated as meeting the requirements of the document ' Health and Safety in Annual Reports: Guidance from the Health & Safety Commission'.

Signed: 

Andrew Cross
VCA Health and Safety Scheme Manager, client manager
for OHSAS 18001 (Occupational Health and Safety
Assessment Series Specification)