



Update for the ABS Mariner Personal Safety Project

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Mariner Personal Safety (MPS) Overview

- Eighteen (18) Industry Partners
- Over 35,000 records
 - Thousands being processed
- Data sets represent more than 1000 vessels
 - VLCC's, tankers, container ships, bulk carriers, LNG, ATB's, OSV's, crew vessels, etc.....
- Data set represents more than 30,000 mariners
- Research effort between ABS and Lamar University (Beaumont, Texas)



MPS Document Center

- 59 Toolbox Talks
- 23 Safety Spotlights
- 14 Lessons Learned
- 23 Ergonomic Discussion Papers
- 14 Corrective Actions
- Benchmarking information

Mariner Safety Document Center

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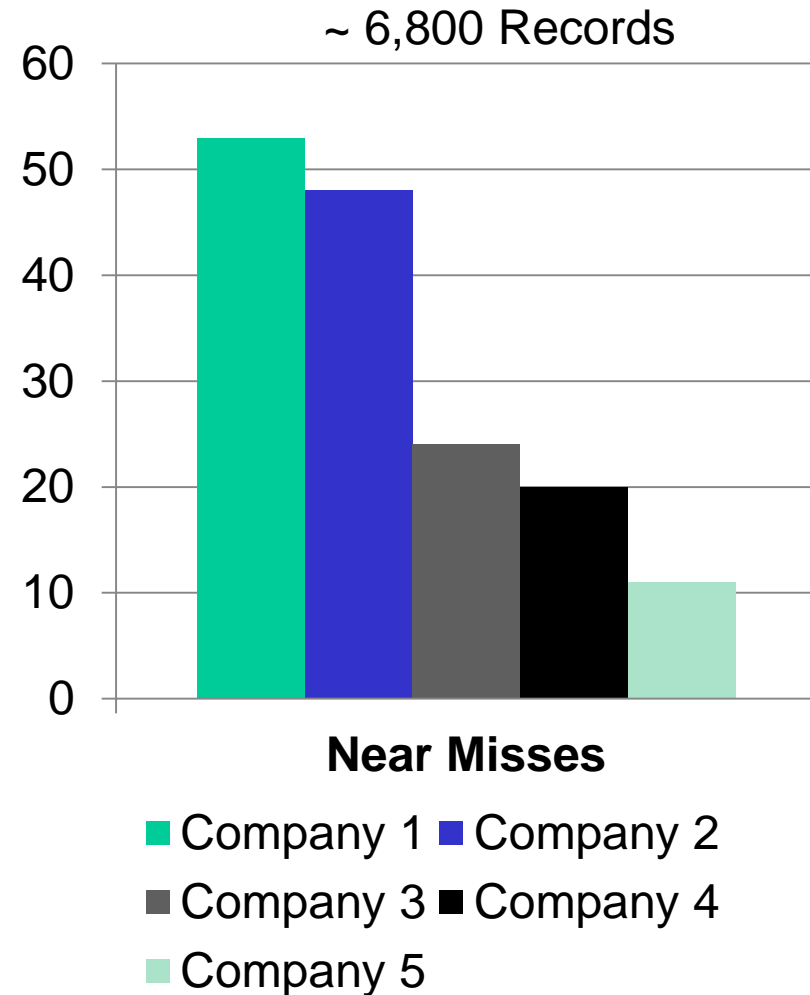
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This portal is a collaboration between American Bureau of Shipping and

If you have questions, please contact Dr. [Brian Craig](#), Department of Inland Marine Safety, Texas, USA.

Benchmarking Near Miss Rate

- The number of near misses per 200,000 employee hours
 - 200,000 hours = 100 man/years
- These rates provide a broad range of **11 to 53**
- Differences may be a function of:
 - True lower number of near misses (safer environment)?
 - True higher number of near misses (less safe environment)?
 - Unclear definition of a near miss?
 - More proactive safety management system (SMS)?
 - More mature safety culture?



Industry Partner Uses for Project Results

- Directing hazard identification efforts:
 - Identify potential hazards for specific spaces on board (e.g., work and accommodation areas)
 - Identify potential hazards related to crew activities (e.g., line handling to awkward postures for valve access)
- Support the development of JSA's
- Help direct safety intervention, prioritization and resource allocation
- Support corporate safety management system
- Input to safety measurements (metrics) – benchmarking



Is this a Near Miss?



Near Miss Reporting: Data Options

- A well-designed near miss management system should consider the following components:
 - A clear and concise definition of what constitutes a near miss
 - The ISM Code defines a near miss as “a sequence of events and/or conditions that could have resulted in a loss”
 - A core or key set of data for each near miss. The ISM Code provides a good starting point:
 - Who and what was involved?
 - What happened, where, when and in what sequence?
 - What were the potential losses and their severity?
 - What was the likelihood of a loss being realized?
 - What is the likelihood of a recurrence?



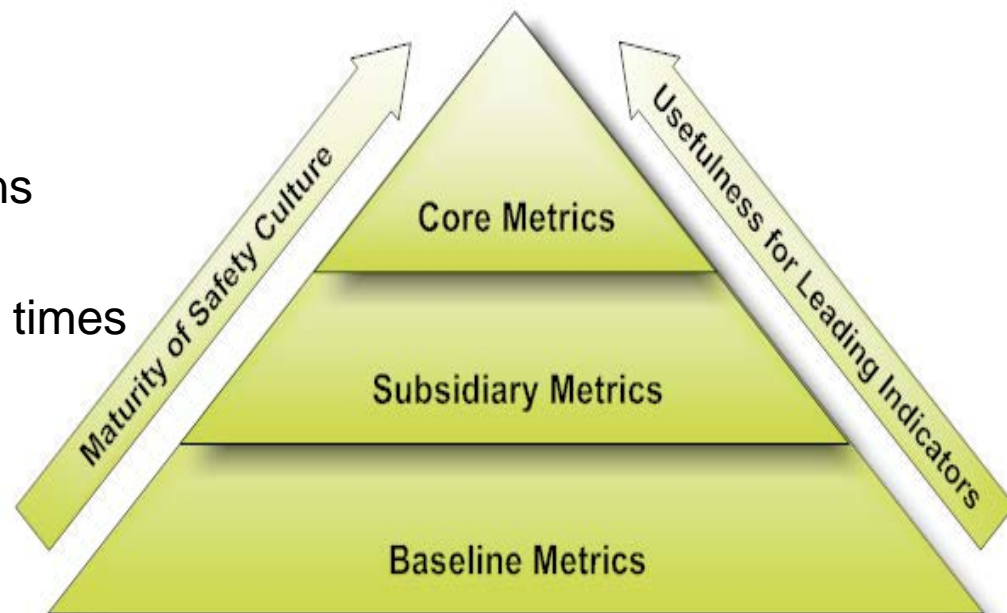
Optional Near Miss Reporting Data

- Additional data items that could be recorded:
 - What were the weather conditions?
 - When in the work shift did the near miss occur?
 - When in the crew rotation did the near miss occur?
 - What is the proposed corrective action or resolution?
 - Is this near miss vessel specific?
 - Are there any lessons to be learned?
 - Body part affected?



The Metrics Hierarchy

- **Baseline Metrics**
 - Typically expressed as absolutes (presence/absence of an activity)
- **Subsidiary Metrics**
 - Useful until they peak and are normally expressed as percentages (e.g., percentage of crew with safety training)
- **Core Metrics**
 - Excellent leading indicators
 - Number of recommendations from safety audits
 - Recommendation close-out times
 - Size of safety budgets
 - Number of JSAs conducted



Additional Safety Metrics (examples)

- Number / frequency of safety meetings with senior management
- Number of senior management visits to the fleet
- Number of incidents with a formal incident investigation
- Number of near misses with a formal incident investigation
- Number of times a crew member has stopped work for safety reasons
- Number of nutritionist prepared menu items
- Number of corporate communications about safety issues
- Number of different means of corporate safety communication

Links / Contact Information

- ABS Guidance Notes on Incident Investigations
 - http://www.eagle.org/eagleExternalPortalWEB/appmanager/absEagle/absEagleDesktop?_nfpb=true&_pageLabel=abs_eagle_portal_rules_guides_download_page&nodePath=%2FBEA+Repository%2FRules%26Guides%2FCurrent%2F142_InvestigationofMarineIncidents
- ABS Guidance Notes on Safety Culture & Leading Indicators of Safety
 - http://www.eagle.org/eagleExternalPortalWEB/appmanager/absEagle/absEagleDesktop?_nfpb=true&_pageLabel=abs_eagle_portal_rules_guides_download_page&nodePath=%2FBEA+Repository%2FRules%26Guides%2FCurrent%2F188_Safety
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