

Coast Guard-AWO Safety Partnership
Quality Action Team

On

Reducing Fall-Overboard Crew Fatalities

June 28, 2011

Background

Under the auspices of the Coast Guard-AWO Safety Partnership (currently formalized in a Memorandum of Understanding between the United States Coast Guard and The American Waterways Operators regarding their quality partnership), the Coast Guard and AWO have worked together to address the issue of crew fatalities since 1995. In 1996, the Partnership produced a report assessing the causes of deckhand fatalities in the inland towing industry and making recommendations to prevent future fatalities. Since that time the annual number of fatalities has fallen by about half to the current low, projected to be a total of seven in 2010. However, the Coast Guard and AWO believe there is no number of fatalities that is acceptable.

Objective

At the Coast Guard —AWO Safety Partnership National Quality Steering Committee (QSC) meeting on February 23, 2011, the QSC received a report on crew fatalities from 2000-2009 prepared by the Coast Guard's Office of Investigations and Analysis. This report revealed that two-thirds of all fatalities in this ten year period involved deckhands, and more than half these deaths resulted from falls overboard. Therefore, the QSC directed that a new Quality Action Team (QAT) be established to make recommendations to prevent towing vessel crew fatalities resulting from falls overboard, drawing on the Review of Crew Fatalities for 2000-2009 prepared for the National QSC. The QSC asked that the QAT attempt to glean information from near-misses (i.e., falls into the water that did not result in fatalities) as well as fatality cases.

Follow on work will examine other causes of crewmember fatalities identified from the 2000 — 2009 data. In a Phase II of the project, the working group will develop additional cause-specific initiatives to address any additional significant causes identified in a subsequent report.

QAT Tasks

The Coast Guard-AWO QAT on Reducing Fall-Overboard Crew Fatalities will conduct the following tasks:

- 1) Using Coast Guard investigation reports and information available from AWO member companies on fall-overboard fatality cases, perform a detailed review of

all crewmember fatalities related to falls overboard occurring during the period 2000-2009;

- 2) Review information available from AWO member companies on fall overboard incidents that did not result in fatalities;
- 3) Identify causal factors contributing to fall-overboard incidents and fatalities resulting from falls overboard;
- 4) Develop intervention strategies and/or other tools to address these causal factors;
- 5) Prepare an interim report to the QSC to be delivered at its August meeting, outlining specific recommendations to address the factors leading to falls overboard; and,
- 6) Following the August QSC meeting develop an outreach plan to ensure all AWO members are aware of the Working Group's recommendations and tools available to assist them in implementing these recommendations.

Use of Casualty Data

To support this charter, the Coast Guard will provide data on the incidents to be studied by this QAT. In accordance with current DHS and Agency policy, the incident reports will be reviewed and personally identifiable information (PII) will be redacted prior to use by the QAT. In accordance with 5 U.S.C. 552(b)(6) and (b)(7)(C), no PII or company confidential information, such as names of private citizens; identifying role descriptions for persons whose names are withheld; Social Security numbers; home addresses; home telephone numbers; dates of birth/ages; merchant mariners document numbers; license numbers; drug/alcohol test results; or handwritten documents shall be revealed outside of the QAT deliberations.

Exemption from the Federal Advisory Committee Act

The Working Group is intended to be exempt from coverage by the Federal Advisory Committee Act (FACA) and is established and will be operated as a non-FACA committee. Specifically:

- The Coast Guard will not in any way manage or control AWO's selection of persons or groups to represent AWO in the Working Group;
- In carrying out the Working Group's tasks, Working Group members will set their own agenda which will not be determined or controlled by the Coast Guard;
- The Coast Guard will not fund the participation of AWO or AWO's representatives in the Working Group;
- The parties do not expect and the Coast Guard does not solicit consensus advice or recommendations from the Working Group.

Membership

QAT members will include:

Team Leaders: James Smith, AWO
CDR Lee Boone, USCG

Team Members:

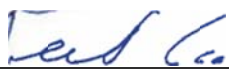
Andy Cannava, Bray Marine
Jim Fletcher, Team Services
Glenn Hotz, Hile Group
Tim Sizemore, AEP River Operations
Paul Hassler, JB Marine
Jason Adams, Ingram Barge
Sam Pounds, Tidewater Barge Lines
CDR Joshua Reynolds, Coast Guard
Dave Dickey, Coast Guard
LT Julie Bethke, TVNCOE

Timeline

The QAT will provide an initial progress report to the Coast Guard-AWO National Quality Steering Committee at the August 2011 National QSC meeting and a final report at the February 2012 National QSC meeting.

Thomas A. Allegretti President & CEO
The American Waterways Operators
National QSC Co-Chair





RADM Kevin Cook
Director of Prevention Policy
U.S. Coast Guard
National QSC Co-Chair