

**COASTAL SAFETY COMMITTEE MEETING
JUNE 10-11, 2009
LAS VEGAS, NV**

I Passing of the gavel

I would like to express my personal thanks to Gail Johnson for the passion and leadership she brought to the chairperson's role the past two years. Gail infused our meetings with a vibrant energy that revitalized our commitment to living, speaking and creating a safety culture within our personal and professional lives. She has a talent for finding ways to make safety issues understood in our heads and felt in our gut. Gail has a toolbox full of innovative ways to viscerally connect people to safe practices. Our Committee is fortunate to have been led by Gail's talent.

After a meeting conducted under Gail's hand I always left with a renewed sense of appreciation of how far our work reaches beyond the simple goals of regulatory compliance and providing a safe workplace on the water. It's not just about regulations, policy and procedure; it's about the insidious reach of an unsafe practice or workplace accident and the emotional and financial consequences that may flood into a family's home washing away their security and welfare.

Thank you Gail!

II Renewed purpose

Why do we have a Coastal Safety Committee? The answer to that question can easily be lost amidst the regulatory, political and corporate voices that seek to command our attention. We left the Las Vegas meeting with a renewed sense of purpose and clear understanding of our role as a committee. Simply put:

"THE SAFETY OF THE MARINER COMES FIRST"

Our overriding priority is to make operations safer for those on deck, in the wheelhouse and engine room of our coastal towing vessels. Our Committee's processes revolve around the vantage point that clearly and directly ties our work to this goal. "Safety of the mariner" may sound like a worn catchphrase—it is a term that has been overused in many discussion arenas. However we, as a committee, are in a unique position to make the use of that term have real application and meaning. Our membership holds a wealth of practical experience and expertise. We can use our qualifications, as a committee and as professionals, to make safety manifest not just on paper, but in effective practice on board our vessels. We provide a voice, within the AWO organization and at large, that connects boardroom and public discussions with a seagoing reality.

In order to fulfill this renewed sense of purpose the Committee adopted a strategic plan.

III Strategic Plan

The Coastal Safety Committee Strategic Plan is a strategy that defines the Committee's roles, reorganizes the Committee's workgroup process and implements new communication tools.

Roles

The Coastal Safety Committee recognizes its role on (3) three levels:

1. **COASTAL TOWING RESOURCE**
Assimilate educational, procedural and best practice tools in order to promote safe work practices in operations unique to coastal towing conditions.
2. **ADVOCACY**
Assist the AWO Board in identifying, clarifying and understanding the safety element of AWO Advocacy priorities.
3. **PARTNERING**
Coordinate resources with the Inter-region Safety Committee (ISC) in order to efficiently and effectively address safety issues held in common interest by both committees.

Organization

In order to fulfill its multiple roles, the Coastal Safety Committee has been restructured. Topic focused subcommittees have been replaced with process focused workgroups. Each workgroup will address a specific element of an identified safety topic. There are four standing workgroups:

1. **STRATEGIC PLANNING**
2. **ENGINEERING**
3. **SYSTEMS, ORGANIZATION & REGULATORY**
4. **HUMAN BEHAVIOR**

The role of each work group is described in more detail on the following page.

STRATEGIC PLANNING WORKGROUP- Identify and define the safety issue

- ◆ *Is equipment design, application or maintenance a causal factor?*
- ◆ *Is the issue real or perceived?*
- ◆ *Is there hard data to verify the extent of the issue?*
- ◆ *Can the issue be succinctly defined?*

ENGINEERING WORKGROUP- Identify engineering causal factors and solutions

- ◆ *Is equipment design, application or maintenance a causal factor?*
- ◆ *Is there a practical engineering solution to the problem?*

SYSTEMS WORKGROUP-Identify regulatory, organizational or management system factors

- ◆ *Are there regulations, policies or procedures currently in use to address the issue?*
- ◆ *Is management organization or safety management system processes a causal factor?*
- ◆ *Can a revised or new policy/procedure contribute to the solution for the problem?*
- ◆ *Will revising the organizational structure or SMS process contribute to the solution?*

HUMAN BEHAVIOR WORKGROUP-Identify human behavior factors

- ◆ *Is the practice embedded in the company or industry culture?*
- ◆ *Has the issue resulted from a lack of individual knowledge (training)?*
- ◆ *Are individuals knowledgeable but not acting correctly?*
- ◆ *Are leadership factors contributing to the issue?*

Communication tools

In addition to traditional phone, email and face-to-face communication the Committee has developed an electronic communication platform utilizing a Google Group format. This electronic platform should provide an easily accessed information hub for Committee members. It is definitely a work in progress; much like getting a new Blackberry or iPhone, it's going to take some time and experimentation before we fully harness the power of this electronic tool for our purposes.

IV Resolutions

The Coastal Safety Committee passed the following resolutions in order to solidify its vertical alignment within the AWO organization:

1. *RESOLVED—That the AWO President and Chairman of the Board should address the Safety Committee membership in person at least annually.*
2. *RESOLVED—That a seat(s) should be created on the AWO Board for a Safety Committee(s) representative.*
3. *RESOLVED—That a Coastal Safety Committee member should represent the Committee at the AWO regional meetings and have time allotted on the meeting agenda.*

In addition, the Committee considered the benefit of an additional meeting to coincide with the summer Atlantic Region meeting. It was decided to re-evaluate this proposal at a later date.

V Reports

A. Mel Oliver

Bob Clinton presented a chronology of events surrounding the *Mel Oliver* incident on the Mississippi. He described the industry-wide consequences of this incident as well as his personal observations and experience from being directly involved in the USCG and legal investigative process. For AWO members, some of the immediate changes are the modifications to the RCP and audit protocol that took effect on January 17. These changes reflect a realization by the members of AWO that the RCP has become the standard by which our industry's safety efforts are judged. These more stringent recertification requirements ensure consistent RCP compliance, and prepare AWO members for the more rigid rules that will accompany the transition to inspected status.

B. RCP Changes

The AWO Board of Directors approved changes to the RCP requiring that companies track their total man-hours, number and rate of fatalities, recordable injuries, lost time injuries, and falls overboard. Other changes include publishing the quarterly generic injury statistics report in the *AWO Letter* and in the

Members Only section of the AWO Web site; developing a process to have members of the Voluntary Safety Statistics Working Group provide mentoring to companies initiating a statistics program; and, developing a Voluntary Safety Statistics Program Procedures Manual to provide guidance to members on collecting injury statistics.

Fall Overboard Prevention Training for all crewmembers was also added to the RCP in an effort to alert crewmembers to the hazards associated with working in close proximity to the water's edge in order to reduce falls overboard, which continue to be a major cause of personal injury and death.

Finally, AWO now requires that former members applying to rejoin the association show 90 days of documentary evidence of compliance with the requirements of the RCP in order to complete the initial RCP audit required of returning members.

C. CEMS Survey

Bob Clinton presented preliminary results from the CEMS Survey that was conducted online and sent to 300 AWO members. 71 members completed the survey. Data received indicates that approximately 50 percent of respondents had implemented at least some CEMS principles in their operations. Respondents reported experiencing the most implementation success in nutritional improvements, increased exercise, personal rest habits, crew training, noise management, and environment/quarters improvement. The areas cited as most difficult to implement included crew and management resistance/buy-in to CEMS, modifying work schedules/watch changes, and resources. Next steps will be to further compile and organize the data collected and reconvene the Coast Guard-AWO Working Group to review and analyze the data and develop a plan to improve AWO member understanding of CEMS and encourage implementation.

D. H₂S Hazard

Bob Roosevelt (Vane Brothers) presented material with regard to an increase in the occurrence of unacceptably high H₂S levels present on tank barges during loading. During the ensuing discussion several committee members shared similar experiences. The Committee's consensus was this problem seems rooted in a weak or broken communication chain between refineries, terminals and barge operators. The Committee determined that this is a significant safety issue and warrants follow-up action.

E. Firefighting

The firefighting committee presented a firefighting training/procedure placard developed by Fremont Maritime. The placard will be made available on the AWO Web site for members.

In addition several members expressed interest in compiling a summary of the regulations that apply to the use of SCBAs aboard towing vessels.

F. Super-strength Synthetic Lines

Subcommittee members had compiled three documents discussing the process for introducing super-strength synthetic lines into towing applications. These documents will be cleaned of company references and posted on the AWO Web site.

Although the immediate work of this subcommittee has been completed, it was decided to keep a line resource presence active on the Google Group. This presence will contain links to line performance resources and provide a forum for discussion of line manufacturing, use and care as issues come up.

G. Lesson's Learned—Chris Roberts, Great Lakes Dredge & Dock

Chris Roberts, Great Lakes Dredge & Dock, shared a very personal experience that was pivotal in shaping his commitment to safety both in and outside the workplace.

VI 2009 Projects

The Coastal Safety Committee agreed to focus on the following projects for 2009.

A. Regional Harbor Safety Committee Best Practices

The Committee recognized that Regional Harbor Safety Committees have developed numerous best practices that may be applicable to towing operations. Compiling and organizing these practices in a format suitable for information sharing would be of value industry-wide.

B. Personal Injury Management

The Committee recognizes that personal injury is an event that has high cost consequences for employees and employers. Preventing and managing injuries is a top priority for all Committee members. Anecdotal evidence shared among committee members pointed to line handling and throwing as a common and frequent activity associated with personal injuries. After considerable discussion the Committee decided to focus on four subtopics.

1. INJURY REPORTING

Compilation of best practices/procedures that help to ensure timely and accurate personal injury reporting.

2. PHYSICAL PERFORMANCE STANDARDS & QUALIFICATIONS

Compile and share existing USCG and industry medical qualifications and physical performance standards applicable to the coastal towing industry. Include performance criteria for pre-hire and return to work status.

3. *LINE HANDLING INJURIES*

Prevention through training in proper line handling and throwing techniques.

4. *LINE HANDLING INJURIES*

Prevention through engineered solutions (line material and terminal gear).

C. SCBA Regulatory Review

Research and compile the regulations applicable to the use of SCBAs aboard towing vessels.

D. CEMS

Compile a list of best practices coastal towing companies utilize to address CEMS elements.

E. H₂S

Initiate an industry outreach effort to engage oil companies in a dialogue with regard to the rising occurrence of barge personnel working amidst high H₂S levels.

F. Google Group Development

Continue development of the Google Group communication tool by adding and organizing additional forums.

VII Workgroup Leaders

The following members have been appointed as workgroup leaders:

Strategic Planning Workgroup

Co-leaders- Jeff Slesinger
Matt Baker

Systems, Organization & Regulatory Workgroup

Co-leaders- Jeff Preston
Matt Baker

Human Behavior Workgroup

Leader- Sam Robinson

Engineering Workgroup

Leader- Joel Altus

VIII Action Items

Task	Workgroup or Individual	Due Date
Meeting Summary - distribute	Jeff Slesinger Bob Clinton	July 3, 2009
Super-strength line - Sanitize & compile three super-strength line documents; post on Google Group for review	Jeff Slesinger Matt Baker Will Kenyon	July 3, 2009
Super-strength line - Review & Comment on document (document will be posted for 30 days and then moved to AWO Web site)	All Committee members	July 3, 2009
Firefighting placard - Post on Google Group for review	Matt Baker Will Kenyon	August 3, 2009
Firefighting placard - Review & Comment on (document will be posted for 30-days and then moved to AWO web site)	All Committee members	August 3, 2009
Harbor Safety Committee Project - Define scope, objectives and deliverables	Strategic Planning	August 3, 2009
Personnel Injury Management Project - Define scope, objectives and deliverables	Strategic Planning	August 3, 2009
SCBA Regulation Project - Define scope, objectives and deliverables	Strategic Planning	August 3, 2009
CEMS - Define scope, objectives and deliverables	Strategic Planning	August 3, 2009
CEMS - Post CEMS program booklet produced by Washington State Skills Panel	Russ Johnson AWO IT	Done Pending
H2S - Conduct initial outreach to oil companies to open dialogue	Bob Clinton, Bob Roosevelt	August 3, 2009
Google Group Development - Set up forums for each work group and a "Line Systems" forum	Matt Baker Will Kenyon	August 3, 2009