

Interregion Safety Committee Meeting

The Interregion Safety Committee held its summer meeting in Houston on July 20-21, 2011. The meeting was attended by 50 (Link) representatives of AWO member companies. The committee was welcomed to Houston by Chairman Jim Smith, Magnolia Marine. Mr. Smith told the group that the meeting, experimenting with a new format, would start with reports from the three standing Safety Subcommittees: Safety Statistics, Alertness, and Falls Overboard.

Mr. Smith then introduced Glenn Hotz, Hile Group, who delivered a presentation on the results of the AWO Safety Statistics Program and the work of the Statistics Subcommittee. Mr. Hotz told the group that data comparing the first quarter of 2010 with the first quarter of 2011 showed a slight increase in the number of Recordable Injuries and a slight decrease in the number of Lost Time Injuries. Falls Overboard rates were flat and Fatalities are currently at zero for reporting companies. One disappointing fact was the fall in the number of companies participating in the program from 47 in 2010 to 40 in 2011. Mr. Hotz encouraged the group to use the Fall Overboard Questionnaire and Observation forms to advise the Hile Group any time a fall overboard occurs at their company. A copy of the statistics presentation can be accessed by following this link (*Statistics Subcommittee.pptx*).

Jo Ann Salyers, Salyers Solutions, Chairman of the Alertness Subcommittee, introduced the latest Alertness Guide on Practical Applications to address crew alertness. This new Alertness Guide can be accessed by following this link (*Crew Alertness – Practical Applications.docx*).

David Podurgiel, CONSOL Energy Sales, a member of the Falls Overboard Subcommittee, next delivered a report on the subcommittee's efforts to develop new versions of the Fall Overboard Questionnaire and Fall Overboard Observation form. The subcommittee requests that any member companies experiencing a fall overboard fill out these forms and send them in to the Hile Group in an effort to collect data that can be used to develop new strategies to reduce falls overboard, the leading cause of death in the towing industry. A copy of the Falls Overboard presentation and copies of the new forms can be accessed by following these links (*Falls Overboard Sub-Committee.pptx*), (*MOB Diagram.xlsx*), (*MOB Prevention.pdf*), and (*Fall Overboard.docx*).

Upon completion of the subcommittee reports, Chairman Smith introduced AWO Chairman of the Board of Directors Peter Stephaich, Chairman, Campbell Transportation, who welcomed the committee, telling them that their work was important to AWO and offering his personal support for their efforts. "This committee," he said, "along with the Coastal Safety Committee, are important parts of the association's commitment to improving safety and we depend on the committees' expertise, passion, and hard work in guiding and supporting AWO members in their continuing efforts to constantly improve the safety of our people, the public, and the environment."

After Mr. Stephaich's remarks, Mr. Smith introduced Bob Clinton, AWO Vice President – Safety, who, borrowing heavily from a presentation at the Coastal Safety Committee meeting in June by the Honorable Robert L. Sumwalt, member of the National Transportation Safety Board (NTSB), addressed the committee on Creating Safety Cultures. Mr. Clinton began his presentation explaining that a “safety culture” is defined by the U.S. Nuclear Regulatory Commission as “the core values and behaviors resulting from a collective commitment by leaders and individuals to emphasize safety over competing goals to ensure protection of people and the environment.” Based on this definition, he asked attendees to consider whether a safety culture exists at their companies. Quoting James Reason, author of *Managing the Risks of Organizational Accidents*, he said, “If you are convinced that your organization has a good safety culture, you are almost certainly mistaken; a safety culture is something that is striven for but rarely attained.”

Mr. Clinton told attendees that Member Sumwalt had explained to the Coastal Safety Committee that the five keys to establishing a safety culture are: 1. A management culture where senior management demonstrates a commitment to safety and a concern for hazards that are shared by employees at all levels within the organization; 2. An informed culture where the organization collects and analyzes “the right kind of data” to keep it informed of the safety health of the organization; 3. A reporting culture where employees are open and encouraged to report safety problems, assurance that the information will be acted upon, confidentiality will be maintained or the data de-identified, and assurance employees will not be punished or ridiculed for reporting; 4. A learning culture where the organization is able to learn from its prior mistakes and change; and, 5. A just culture where employees realize they will be treated fairly, not all errors and unsafe acts will be punished (if the error was unintentional), but those who act recklessly or take deliberate and unjustifiable risks will be punished.

Mr. Clinton concluded his presentation by reminding attendees that developing a robust safety culture is the surest way to achieve safety improvement at all levels within the company. Mr. Clinton's presentation can be accessed by following this link (*Safety Culture.pptx*).

The committee next heard from a panel of AWO members, moderated by Jason Adams, Ingram Barge Company, and Vice Chairman, Interregion Safety Committee, who discussed their experiences in establishing a safety culture at their companies. The panel included: Joe Garuccio, ARTCO; Mike Weisend, AEP River Operations; Frank Morton, Turn Services; and, Jack Buri, Crouse Corporation. The panel engaged the audience with questions to consider in establishing a safety culture and shared their companies' experiences and challenges.

After lunch the Committee reconvened and heard a presentation on creating a near-miss reporting culture from Ron deBruyne, EDOC Systems, who talked about challenges in implementing any new near-miss program. A copy of Mr. deBruyne's presentation can be accessed by following this link (*EDOC – Change Management*). Also on the subject of near-miss reporting, Julie Hile, Hile Group, shared the experiences of the railroad industry in

establishing a near-miss reporting program which they refer to as Confidential Close Call Reporting or C3RS. This program was developed in close cooperation with the railroad industry's regulator, the Federal Railroad Administration (FRA). Many of the elements of this program contain the essential elements of establishing a safety culture including moving away from traditional blame-based investigations, and instead concentrating on prevention of future incidents. Ms. Hile's presentation can be accessed by following these links (C3RS.pptx) and (*C304_C3RS Process Flow.pptx*)

The committee next heard a report from Dale Sause, President, Sause Brothers, and Co-chairman of the Future of AWO Safety Leadership Task Force (FOSL). Mr. Sause outlined the plan approved by the AWO Board of Directors at its meeting in April that establishes a vision of what it means for AWO and AWO members to lead the industry in safety and environmental stewardship over the next 10 years. Specifically, the plan challenges the association to create a strong safety culture, leading the industry in safety and environmental stewardship by exceeding regulatory minimums, striving for continuous improvement, and measuring performance. Key elements of the plan are:

- AWO members will lead the industry by having robust safety management systems. We will support AWO members by making that requirement more flexible and allowing use of ISM Code as an alternative to the RCP.
- AWO members will lead the industry by having processes in place to make continuous improvement more than a vision or a slogan.
- Safety statistics. We can't improve what we don't measure; this is part of the continuous improvement cycle.
- Near-miss reporting. AWO members will lead the industry by putting in place internal processes for sharing near-misses and lessons learned within our companies.
- Environmental stewardship.

Mr. Sause acknowledged that this is an ambitious plan, but keep in mind, he said, "It is a 10-year plan; our goal is to challenge ourselves to be safety leaders, but not overwhelm AWO as an organization or individual AWO members. These elements won't take effect overnight. We'll begin a process of standing up working groups in a phased manner over the course of several years to flesh out the task force recommendations. We propose that the Task Force on the Future of Safety Leadership remain in existence to provide ongoing oversight as those working groups are stood up."

Mr. Sause ended his presentation by pointing out that the association will need all of its members to contribute to this 10-year effort, none more than the members of the two AWO Safety

Committees. A copy of Mr. Sause's presentation can be accessed by following this link (***FOSL Task Force.pptx***).

Kevin McSweeney, Manager - Safety & Human Factors Group, ABS, and Dr. Brian Craig, Lamont University, briefed the committee on a near-miss reporting program that is designed to obtain and review incident and near-miss reports. Currently, the program has collected approximately 28,000 records (injuries and near-misses). The collected data is coded by extracting information from each record, and then sanitized by removing company and individual specific information. Information in the database of incidents and near-misses can be used to identify trends and possible cause(s) of accidents, identifying potential corrective actions and ultimately developing and sharing results. Copies of these presentations can be accessed by following this link (***ABS-Lamont University-Nearmiss.pptx***)

Following the first day's meeting, the committee enjoyed a cocktail reception jointly hosted by: Settoon Towing; Turn Services; Kirby Inland Marine; John W. Stone; and Ron Jesser. Attendees then joined together to enjoy a social dinner at Masraff's Contemporary American Restaurant.

On June 21, the meeting reconvened at 8:00 a.m. with a panel of AWO members, moderated by Jim Smith, who discussed their company's near-miss reporting programs. Participating on the panel were representatives of AWO member companies: Joe Garuccio, ARTCO; Gary Johnson, AEP River Operations; Shara Hamilton, Ingram Barge Company; Julie Hile, Hile Group. Joining the AWO member representatives were Ron deBruyne, EDOC Systems; Kevin McSweeney, ABS, and Dr. Brian Craig, Lamont University. Some of the issues addressed by the panel were how companies define a near-miss; how companies process near-miss information, what barriers have been seen to a successful near-miss reporting system, what processes have worked and what haven't worked within a near-miss reporting system, how to sell the value of near-miss reporting to company upper management, and finally, how companies promote near-miss reporting internally. Following the panel, Shara Hamilton gave a presentation outlining Ingram Barge Company's near-miss reporting program and Joe Garuccio shared ARTCO's program and some of its results. These presentations can be accessed at the following links (***Ingram-Nearmiss.ppt***) (***ARTCO Folder***) _____.

The panel discussion was followed with a presentation by Captain Stephen Polk, Seamen's Church Institute, who discussed the evolution of training from simple classroom lectures designed to establish competence to the present day where SCI is using computers, simulation, and on the job training that incorporate state-of-the-art adult learning techniques to train mariners to meet the ever increasing training needs of the towing industry. Captain Polk's presentation can be accessed by following this link (***Seamen's Church.pptx***).

Attendees next heard a presentation from Captain Steve Douglass, National Technical Advisor, US Coast Guard, on current activities of the Towing Vessel National Center of Expertise

(TVNCOE) including: Phase II of the Towing Vessel Boarding Program, the Steel Repair Subgroup, and changes to MARPOL VI addressing nitrogen oxides (nox) and sulfur oxides (sox). Captain Douglass' presentation included important information for all AWO members. A copy of this presentation can be accessed by following this link (*TVNCOE.pptx*).

Jo Ann Salyers, Salyers Solutions, gave an overview of the current Phase IV Northwestern University Sleep Study that is examining the effectiveness of an "anchor sleep" and "nap sleep" strategy. Results of the prior Phase III study indicated that crewmembers on both the front and back watch obtained similar time in bed of more than eight hours but only slept a total of six to six and one half hours. The phase IV study is recruiting participants now, and will examine the impact of the 6/6 square watch work schedule on sleep and wake patterns of vessel wheelhouse crew on the vessel and at home to determine sleep and general health issues that may impact sleep quality and fatigue. The report on the Phase IV findings is scheduled to be completed in February 2012. A copy of the presentation on the Northwestern University study can be accessed by following this link (*CEMS-NU Update.pptx*).

Jim Smith next gave a demonstration of an electronic sleep monitoring device that analyzes the wearer's sleep patterns providing information that can be used to increase awareness of the effectiveness of their sleep patterns and help them understand and minimize the factors that negatively affect sleep. More information on this innovative tool to help improve sleep quality can be found on the following Website: <http://www.myzeo.com>

The final presentation by David Foret, the ACTion Group Companies, discussed the potential for an overwhelming volume of auditing work that could come with the full implementation of Subchapter M and what the Towing Vessel Inspection Bureau (TVIB), a not-for-profit corporation believes is needed to address this challenge. It is proposed that the TVIP could act in a manner similar to the current AWO RCP Accreditation Board, training and monitoring auditors ensuring uniform standards of training, performance, and the audit tool. This proposal was presented to the Coast Guard for its consideration. TVIB will continue to pursue this option after the NPRM and Final Rule have been issued. A copy of this presentation can be accessed at (*TVIB.pptx*).

In the interest of time the Committee adjourned at 11:45 a.m. without hearing a presentation on some of the results of Shell Oil Company's lessons learned data that it collects in any incident that involves a loss of containment. This information may prove valuable to companies that transport petroleum and liquid chemicals. A copy of the Shell presentation can be accessed at (*Shell Data.pptx*).

The next meeting will be held in joint session with the Coastal Safety Committee, January 24-25, 2012, in New Orleans, in conjunction with the Regional Quality Steering Committee and Southern Region Annual Meetings. For more information, please contact, Bob Clinton at 703-841-9300, bclinton@vesselalliance.com