

hile group

AWO Safety Statistics: Where are we?

Hile Group



First, why measure?

- Keep others from getting hurt
- See trends in the industry
- Look for opportunities to trade prevention information
- Show what the industry can do

What we look at

- Fatality rates
- Recordable injury rates
- Lost time injury rates
- Man-overboard incidents

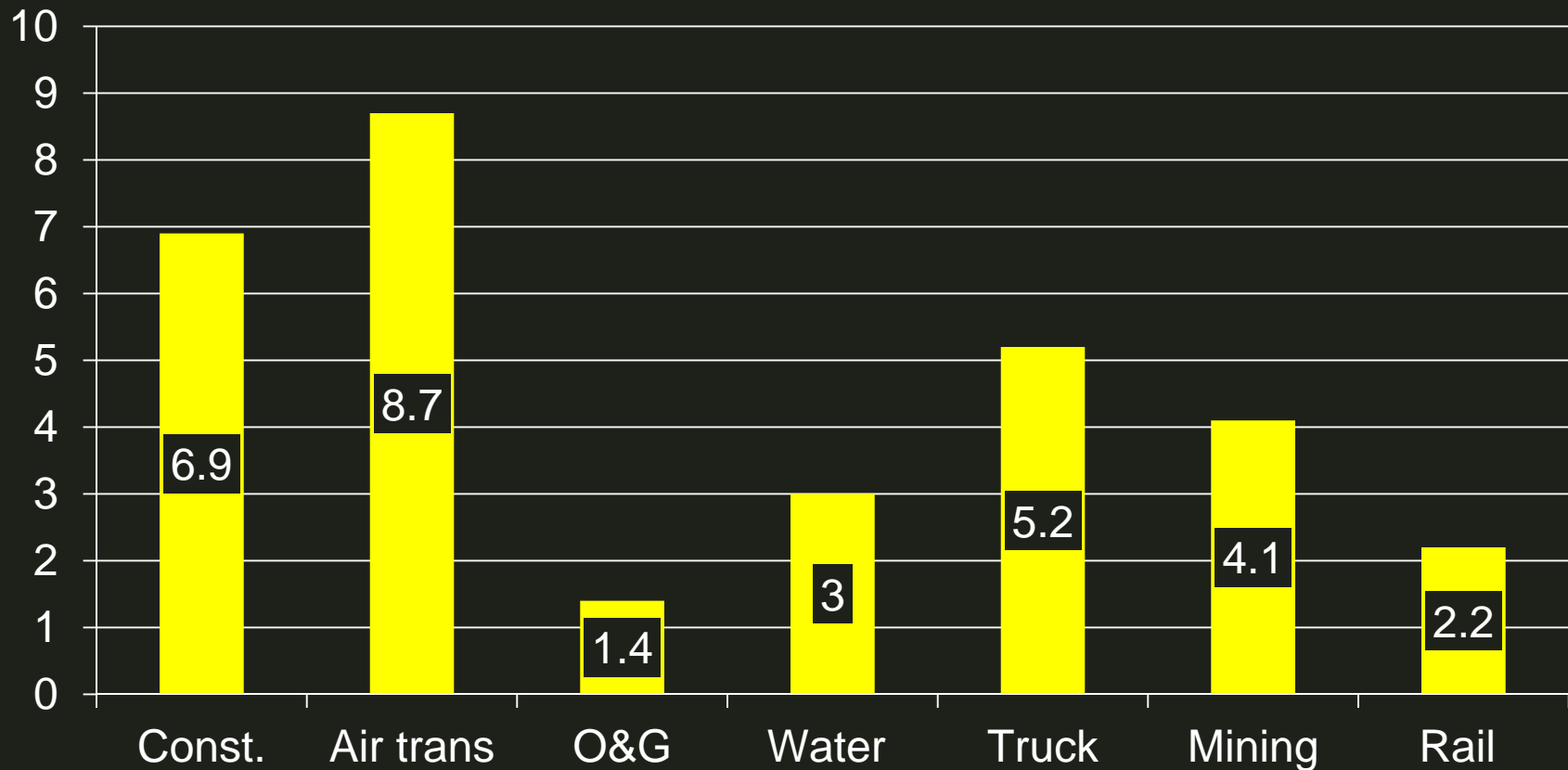
So, how are we doing?

Recordable injuries, 2003-Q1 2011



Cross-Industry Benchmarking

Injury Frequency Rates

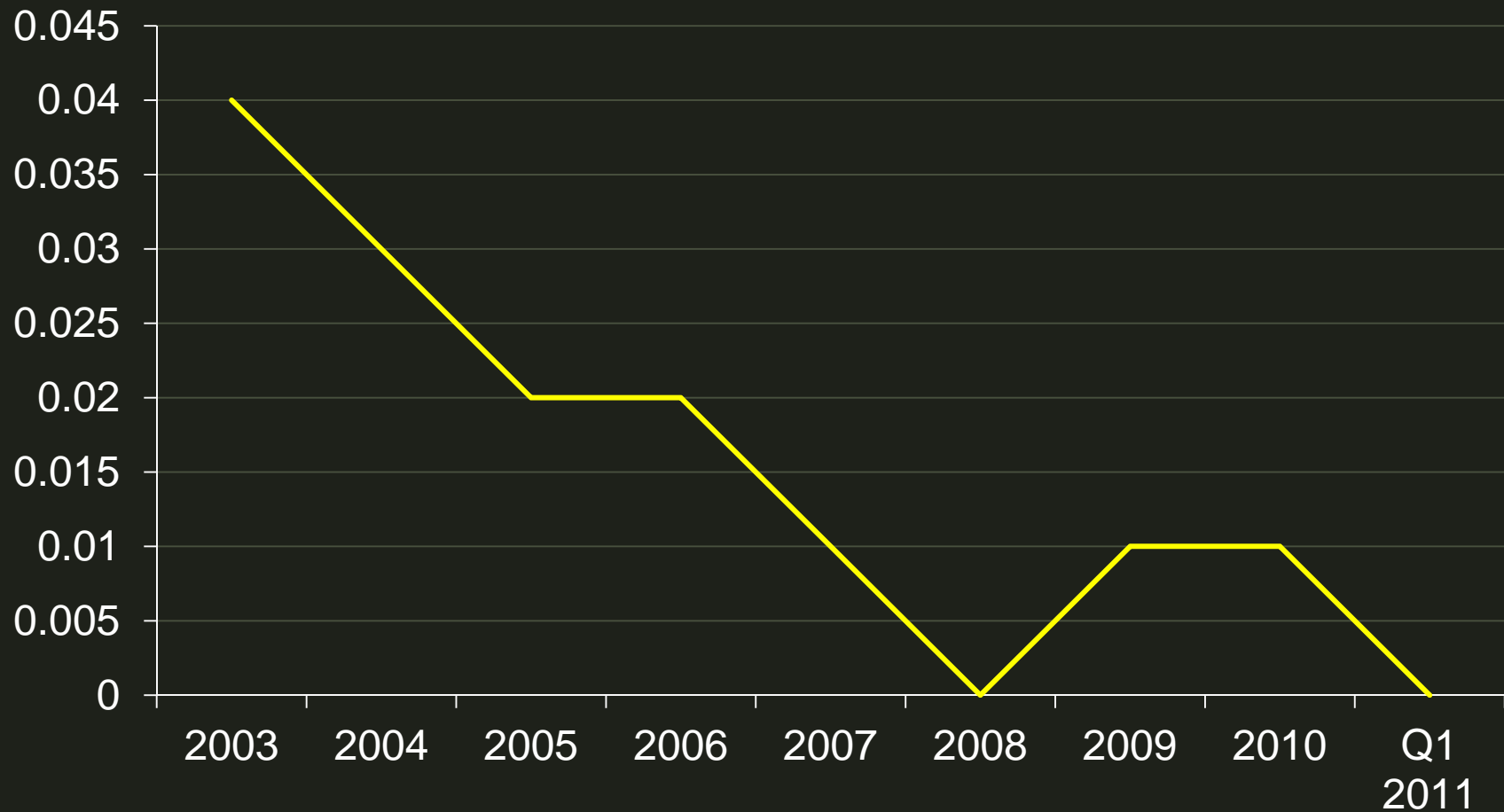


Source: U.S. Bureau of Labor Statistics, 2009

Lost time rate, 2003-Q1 2011



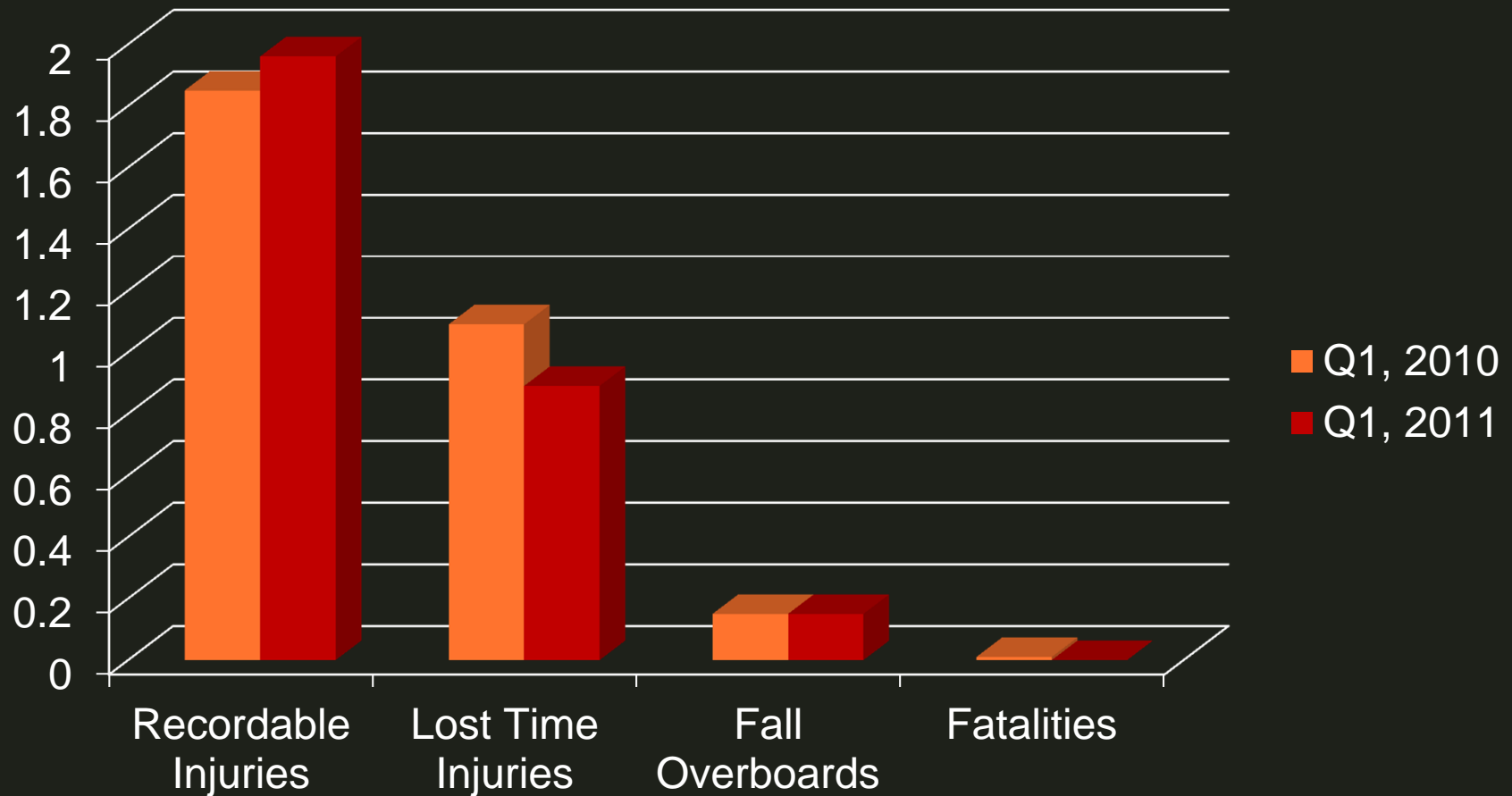
Fatality rate, 2003-Q1 2011



Overboard rate, 2003-Q1 2011



Q1 2010 vs. Q1 2011



Q1 2010-2011 Data Breakdown

	Q1 2010	Q1 2011
Recordable Injuries	1.85	1.96
Lost Time Injuries	1.09	.89
Fall Overboards	.15	.15
Fatalities	.01	0.0
* Number of participating companies	47	40

FOB Analysis Q1-2 2011

- 57% occur at night
- 86% when it's dark
- 71% when it's clear
- 71% in fleets
- 86% to Deckhands
- 57% because of loss of balance due to push/pull
- 43% because of being in the bight of the line

USCG statistics indicate that 56% of all marine fatalities are from overboards

FOB Analysis 2010 Total

- 54% occur in the morning
- 46% when it's light
- 77% when it's clear
- 54% on barges
- 54% to Tankermen
- 38% because of loss of balance during a push/pull action
- 38% because of a slip
- 15% because of a fall
- 9% because of being knocked off

USCG statistics indicate that 56% of all marine fatalities are from overboards

FOB Comparison 2010-YTD

- Attention-getting contrasts between last year and this

	2010 Total	Q1-2 2011
Time of day	Morning (54%)	Night (57%)
Lighting Conditions	Light (46%)	Dark (86%)
Location	Barges (54%)	Fleets (71%)
Position	Tankermen (54%)	Deckhands (86%)
Activity: Loss of balance due to push pull	38%	57%
Activity: Being in the bight of the line	0	43%

Overboard conclusions

- It's not something specific
- It's about the same things that get people hurt
 - Routine tasks
 - Unchecked shortcuts
 - Complacency
 - Weak/lack of structured audit program

What We Don't Know

- Currently, AWO stats does not gather causal factors
- Look at what American Association of Railroads (AAR) gathers by contrast

American Association of Railroads Causal Factors

- 13% Overexertion
- 7.7% Slip/fell/stumbled, other
- 5.9% Struck by object
- 5.3% Slipped, fell, stumbled, etc. due to object
- 4.1% Caught, crushed, pinched, other
- 3.9% Collision/impact-auto, truck, bus, van, etc.
- 3.7% Other
- 3.6% Slipped, fell, stumbled, etc., due to climatic conditions
- 3.3% Bodily function/sudden movement
- 3.1% Slipped, fell, stumbled, etc., due to irregular surface
- 3.0% Struck against object
- 2.9% Lost balance

Next steps for AWO

- Continue causal-factor benchmarking
- Agree to start using some form of causal factors in AWO stats reporting form(s)
- Direct Sub-Committee to gather and analyze info and report back to membership
- Decide nature and amount of stats-sharing across participating AWO members.