Safety Culture On-Board Maersk Tankers

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What is a Safety Culture on-board Maersk Tankers?

Is it enough?

ISM Code
INTERNATIONAL SAFETY MANAGEMENT CODE
2010 Edition

Tanker Management and Self Assessment
A BEST-PRACTICE GUIDE FOR VESSEL OPERATORS

Oil Companies International Marine Forum

continuous improvement
What is a Safety Culture on-board Maersk Tankers?

The culture of an organization could be described as the mix of shared values, attitudes and patterns of behavior that give the organization its particular character. It is the way we do things round here.
Group core values serve as an integrated part of the way we do business

CONSTANT CARE
Take care of today, actively prepare for tomorrow

HUMBLENESS
Listen, learn, share, give space to others

UPRIGHTNESS
Our word is our bond

OUR EMPLOYEES
The right environment for the right people

OUR NAME
The sum of our values, passionately striving higher
Why we want a strong Safety Culture in place?

Maersk Adriatic awarded for safety excellence and teamwork

I appreciate the team’s attention to Safety Excellence and Teamwork during their port call to the Millard Maritime facility at Thodore Industrial Canal in Mobile Bay, Alabama, USA the crew was presented with the Millard Maritime Game Ball, which is the Company’s highest SAFETY AWARD.

We wish the team onboard Maersk Adriatic congratulations with the award.

Best regards

Peter Hawkin
HSSEQ Manager / DPA

As always, send your feedback, ideas, comments, suggestions and ideas for best practice sharing to toperformance@maersk.com.
Why we want a strong Safety Culture in place?

**The Iceberg Effect - Employers’ Costs of Workplace Accidents**

**Direct Costs**
- Increase in Worker’s Compensation premiums
- Penalties and fines

**Indirect Costs**
- Cost of internal investigation of the accident
- Overtime to other employees because of the accident
- Hiring and/or training replacement worker
- Cost of repair or damage to the equipment or product
- Lost productivity
- Lower staff morale
- Administrative costs
- Loss of good will and damage to reputation

On average for every $1 of direct costs of an accident a company will expend additional $4 in indirect costs.
Why we want a strong Safety Culture in place?
“While we operate in challenging and sometimes harsh work environments, it is our responsibility to ensure that our employees return safely to their homes and families after work. That focus is central to the value Constant Care and defines the way we do business,” says Group CEO Nils S. Andersen.
How do we implement an effective Safety Culture?

The three aspects that we consider are the most important to establish a strong safety culture are;

• Commitment from the most senior management
• Measuring current performance and behavior against our goals
• And, changing behavior.
Commitment from the most senior management

Maersk Group CEO Nils S. Andersen highlights the importance of having a safety mindset, and thereby leads the way for Global Safety Day. Under the theme “Safe at Work – Safe at Home,” employees take a global stand by talking, discussing and bringing to life safety dilemmas.
Commitment from the most senior management

MT CEO Morten Engelstoft addresses senior officers during the MT Officers Seminar, August 2015
Measuring current performance and behavior against our goals

Personal Injuries 2015 – Jan-May

ACCIDENT (Personal Injury) Nature

Q1-2015  Q2-2015  Q3-2015  Q4-2015

LTI  0  0  0  0
RWA  0  0  0  0
MTC  1  0  0  0
FAC  2  1  1  5
Pre-Existing Cond.  0  0  0  0
Measuring current performance and behavior against our goals

Personal Injuries 2015 – Part of Body Injured

- Hands/Fingers: 6; 26%
- Legs: 2; 9%
- Head: 3; 13%
- Face: 2; 9%
- Eyes: 3; 13%
- Arm: 2; 9%
- Torso (Back): 2; 9%
- Torso (Front): 1; 4%
- Teeth: 1; 4%
- Shoulder: 1; 4%
Measuring current performance and behavior against our goals

Personal Injuries 2015 – Direct Cause

PERSONAL INJURIES - DIRECT CAUSE

- Improper Lifting or Task Position; 8; 26%
- Improper Use of Equipment; 2; 6%
- Procedures/orders not understood; 1; 3%
- PPE not Worn; 1; 3%
- Fatigue; 1; 3%
- Inadequate Management/Supervision; 1; 3%
- Lack of Experience; 2; 6%
- Complacence; 2; 6%
- Lack of awareness of procedures; 4; 13%
- Negligence or disregard of procedures; 4; 13%
Measuring current performance and behavior against our goals

Near miss – chemical carrier

When preparations were done to test the MOB boat on the water, it was discovered that the remote wire for the brake was installed wrongly by the service company in dry dock. When we lowered the boat without people onboard the remote wire ran the wrong way up into the leading block and the wire burst. The launching of the MOB boat was immediately suspended and the wire repaired and turned the right way on the wire wheel. When all was repaired the mob boat and launching equipment were properly tested without anybody in the boat. When it was confirmed that everything was in good working orders the MOB boat was tested on the water with all ok. NM was followed up at the management and safety meetings.
Changing behavior

- Tool box meetings
- Permit to work
- Risk Assessments
- Stop Work authority
- Safety handbook
Changing behavior

Safety Alert
Fleet Circular
Safety Awareness Week
Learning From Incidents
Technical Circulars

Safety Alert – 02 / 2015

Incident: LTI – Back Injury
Date: 01-Apr-2015
Vessel: Maersk Kate

Facts:
- While transferring spares from Engine Room upper platform to 2nd platform via the dedicated open floor grating, JP fell down about 5 meters through the opening.
- JP suffered back injury and was immediately evacuated for hospitalization ashore.
- At the time of the incident, vessel was transiting Istanbul Straits in calm condition and weather was moderate.

Preliminary Findings and Possible Causes:
- Guard rails around the open grating were available but not rigged.
- The spares were placed in close vicinity of the grating, leaving very little walking space around the grating once opened.
- JP working alone at the site.
- No risk assessment or toolbox meeting carried out prior to undertaking the task.

Immediate, Corrective and Preventive Actions:
- Check all openings/gratings onboard are provided with means of fall prevention (safety chains, guard rails, stanchions) and that this equipment is clearly marked and in good order.
- Openings on deck and in the engine room must be cordoned off and fall prevention in place prior commencement of work.
- Review risk assessment to include the danger of fall for all tasks that require opening of floor plates, grating, manhole covers, etc.
- Stop work authorization must be exercised.
Changing Behavior

MTTO Monthly Update

May 2015

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Maersk Tankers Safety Statistics

[Graph showing LTIF and TRCF from 2011 to 2015 YTD with values: 3.42, 2.36, 1.82, 1.98, 0.85 for LTIF and 1.2, 0.87, 0.64, 0.41, 0.21 for TRCF]
Thank You