

Opportunity from Failure – Incident Reporting in the DP Sector



2016

MAC
Maritime Assurance
& Consulting

Agenda

- Introduction – Who is MAC?
- Industry Safety Programs – in Brief
- The Profit & Cost of Safety
- Who Reports DP Incidents?
- (R)Evolution of the DP Industry
- Current Direction
- DP Assurance Philosophy
- Tools & Solutions
- Aviation Industry Parallels
- Focus Questions

MAC

Introduction

- Maritime Assurance & Consulting Ltd (MAC) is a UK-based company with a global reach offering a comprehensive range of support services to the marine, construction, drilling and floating production industries.
- MAC offers the highest quality service providing clients with significant risk control to safeguard reputation at operational, project, management and corporate levels.
- Our goal is to provide a high quality service with a strong focus on meeting clients' needs, building long-term relationships and achieving commercial success.



Industry Safety Programs



Industrial Safety Programs

Safety First, Last, Always

Safety is no Accident

Safety is a Way of Life

Be Aware – Take Care

Safety is the Best Insurance

Our Aim – No Accidents

Goal Zero

Safety is our Goal

Zero Incidents / Accidents

Get in the Safety Habit

Risk – Is it Worth it?

Play it Safe

Safety is a State of Mind

Plan, Act, Check, Do

Accident Prevention – Your No. 1 Intention

Target Zero Accidents

Never Forget about Safety

One Safe Act Can Lead to Another

Safety First



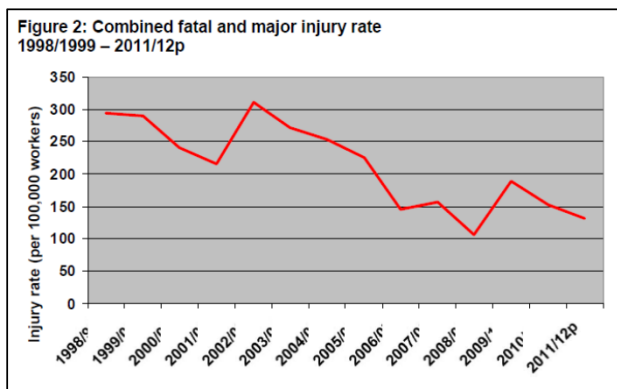
Safety Program Statistics

- Since 1970, workplace fatalities have been reduced by more than 65 percent and occupational injury and illness rates have declined by 67 percent. At the same time, U.S. employment has almost doubled.
- Worker deaths in America are down—on average, from about 38 worker deaths a day in 1970 to 12 a day in 2012 while worker injuries and illnesses are down—from 10.9 incidents per 100 workers in 1972 to 3.4 per 100 in 2011.

SOURCE: www.osha.gov/oshstats/commonstats.html



Safety Program Statistics (continued)



SOURCE: www.hse.gov.uk/offshore/statistics



The Profit & Cost of Safety



Success or failure of safety programs are currently based on “lost time” incidents / accidents.

“Near hits/misses” are value added in that they are only considered important if they noticeably improve the company’s lost time statistics.



Marine Industry Safety Goals – A Similar Philosophy

- International Safety Management Code (ISM) developed – in part – because of the Herald of Free Enterprise incident in 1987; Incorporated as part of SOLAS in 1994; Broadly in place in the marine industry by 1998; Required by virtually the entire industry as of 2002.
- ISM Safety Management Systems require that, “non-conformities, accidents and hazardous situations are reported to the Company, investigated and analysed with the objective of improving safety and pollution prevention.” Further, “The Company should establish procedures for the implementation of corrective action.” (www.imo.org)



Who Reports DP Incidents?



Who Reports DP incidents?

- "...the incident occurred between 0300-0330..." on 15 November.

November 15th, 2014, 01:18 PM



Hard shell life raft on bow

Eta to Fourchon about 2100 11/15/2014.
Someone please get a good pic!

SOURCE: www.gcaptain.com



Like · Reply · 3 · 3 hrs



Like · Reply · 2 · 3 hrs

SOURCE: www.facebook.com



Personnel Perspective – Profit is More Important

The Impact of Crew Engagement and Organizational Culture on Maritime Safety in the Workboats and OSV Sectors – Helm Report, May 2015 (available at www.helmoperations.com).

- 78% of respondents believed that commercial pressure could influence the safety of their working practice
- 64% of respondents believe that some accidents go unreported. One of the main reasons given for this was the threat of repercussions.



Personnel Perspective – Profit is More Important (continued)

“Jeopardizing A Good Safety Record”

“There is a commercial pressure for companies to maintain a clean safety record. The survey demonstrates that this is sometimes passed onto the crew in the form of discouragement to report accidents...”

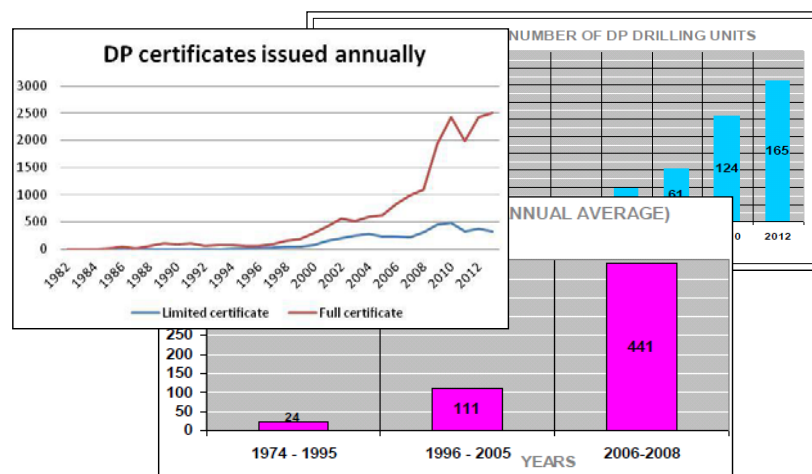
“Companies with good perceived safety records may attract more business compared to those with a poor record, despite this sometimes being due to a case of better reporting of accidents...”



(R)Evolution of the DP Industry



(R)Evolution of the DP Sector



Our Current Direction



DP Incident Reporting Guidelines

- DP incident reporting guidelines are defined primarily by IMCA.
- Company guidelines may outline reporting guidelines but must adhere to the IMCA standard even if used internally only.
- DP incident reporting is covered generically in ISM requirements; ISM reporting guidance applied to DP incidents for internal reporting.
- Outside reporting is often discouraged.



DP Incident Reporting Requirements

- Incident (not specifically DP) reporting requirements currently exist as part of ISM and specific Flag State regulations. However, incidents are defined by fatality, injury, environmental or physical damage. In the case of physical damage requirement to report is normally determined by monetary losses.
- No current reporting requirements specifically note dynamic positioning incidents.
- This may change with forthcoming DP rules being developed by the USCG.



DP Assurance Philosophy

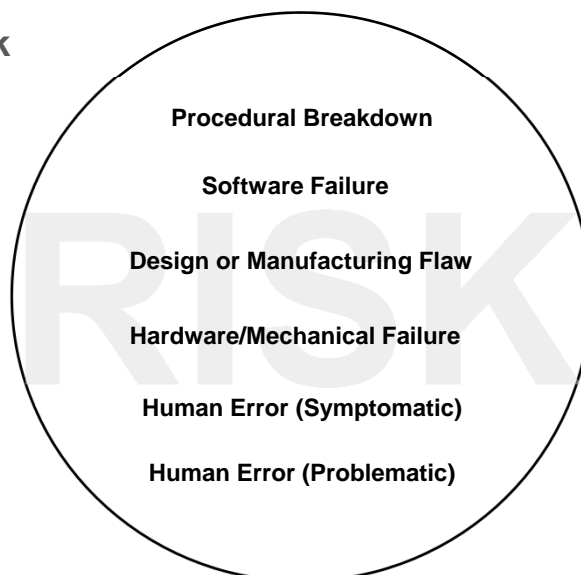


The MAC Full Service + Full Cycle Approach to the DP Assurance Process

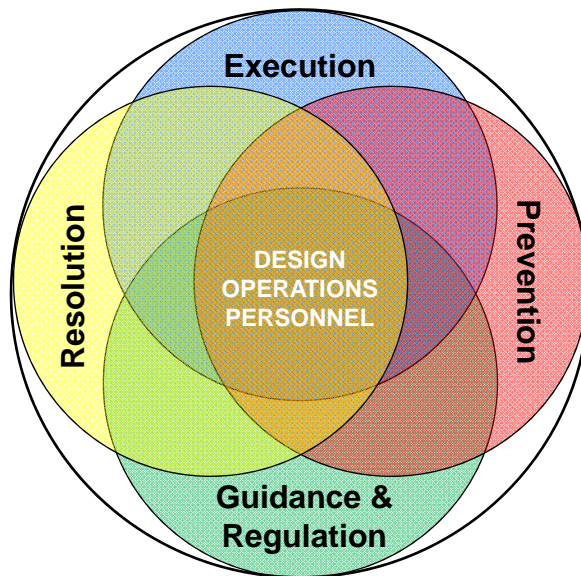
- MAC is a Full Service provider, not only in the range of services available, but also in terms of follow up service
- Our approach is Full Cycle, providing service from concept and design throughout the full life cycle of a DP asset
- This approach is reflected in the company's DP Assurance Philosophy



The DP Risk Picture



MAC DP Assurance Philosophy



Core Principles Defined

- **PREVENTION –**
Delivery of a top quality, all inclusive engineering analysis of an asset encompassing concept and design through delivery.
- **EXECUTION –**
Provision of a comprehensive package of services applicable to any asset throughout its useful service life, including continued adherence to recommended practice, sustainable fitness for purpose, evolution of industrial mission, and the progressive development of operational and management personnel.



Core Principles Defined (continued)

- **RESOLUTION –**

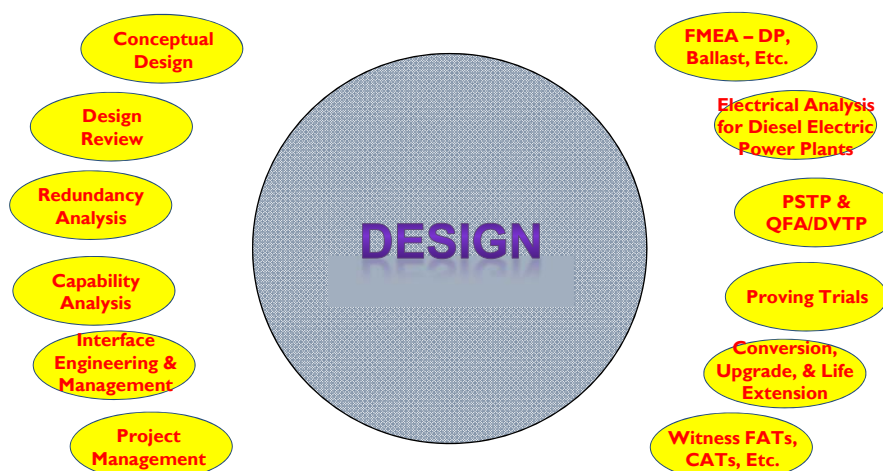
Availability of extensive industry expertise to generate a swift and exemplary reaction to failures and incidents regardless of cause to create an environment in which an asset and its operating and management personnel progress in development through the application of lessons learned.

- **GUIDANCE & REGULATION –**

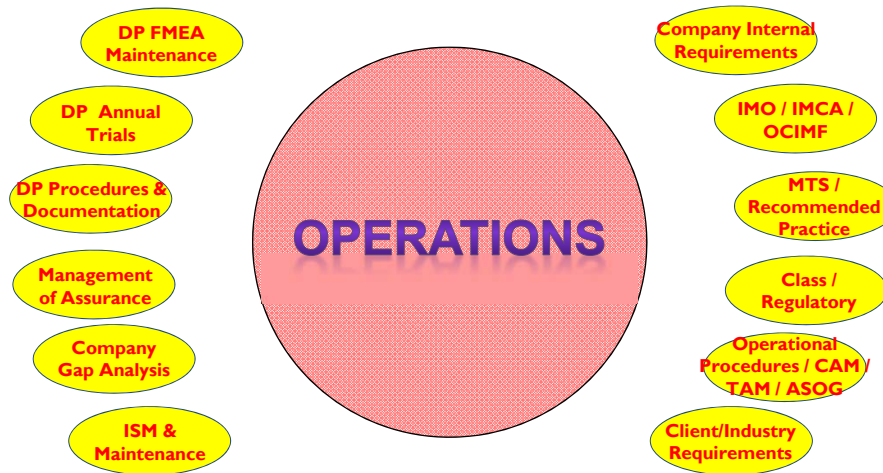
Active participation in industry groups for the purpose of influencing guidance and regulation toward the positive evolution of the industry.



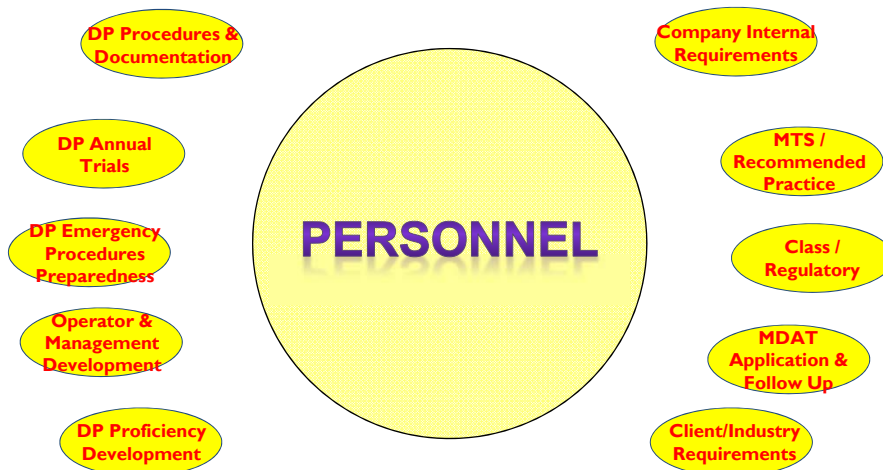
Focused Deliverables of the DP Assurance Process



Focused Deliverables of the DP Assurance Process



Focused Deliverables of the DP Assurance Process



Tools & Solutions



The IMCA DP Incident Reporting Process

- Longest process currently available – database extends back over more than three decades.
- Each year all incident reports are collated and a sanitized analysis of the incidents is published – most up to date report is from 2013.
- All DP vessel operating companies are strongly encouraged to participate.
- Many vessels use IMCA form for internal reporting with no official report made.
- System is subject to the Profit & Cost of Safety



The Marine Technology Society – DP Incident Investigations Guidance

- Conducting Effective and Comprehensive DP Incident Investigations, released September 2015 (<http://dynamic-positioning.com/>).
- Focuses on lessons learned from incident investigation rather than root cause analysis.
- All DP vessel operating companies are strongly encouraged to participate.
- System is subject to the Profit & Cost of Safety



Existing Programs Employ Top Down Distribution

- Existing programs rely on a formal structure for reporting.
- Incidents are collated and “important” information is gleaned by formal process.
- Anonymity is paramount.
- Relevant information (as defined by the structure) is then distributed to the industry.
- Often so sanitized as to be useless.

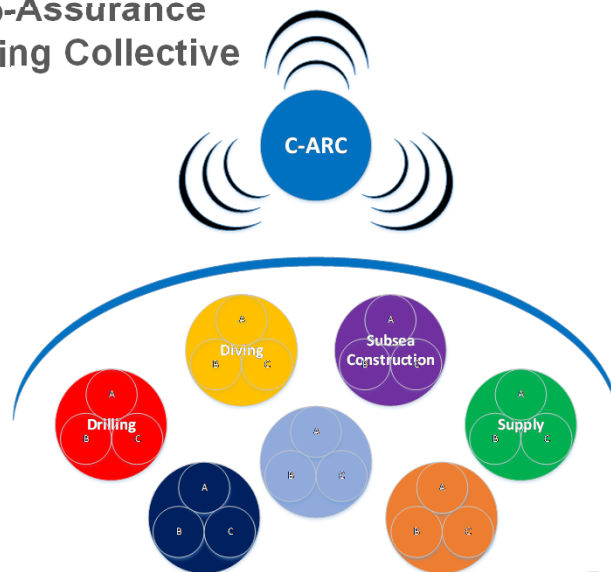


Alternative – Lateral Distribution

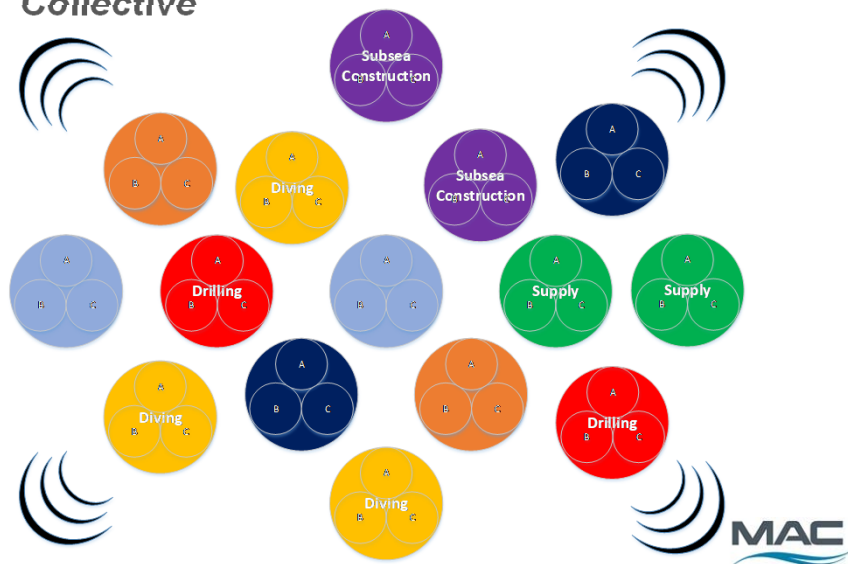
- No formal structure for reporting.
- Incidents are collated by stakeholders within specific industry sectors.
- Anonymity is important but conversation within industry groups is open.
- Important information is determined through discussion among similar stakeholders.
- Information deemed critical by stakeholders is then distributed across industry sectors.



The Co-Assurance Reporting Collective



Evolution of the Co-Assurance Reporting Collective



The Co-Assurance Reporting Collective

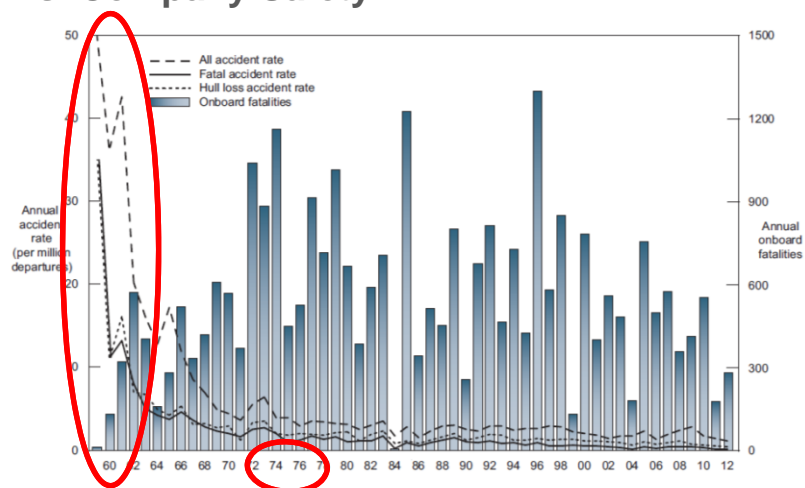
- Critical information and lessons learned are determined by stakeholders with similar concerns.
- Industry sectors are represented in closed-door groups where anonymity is protected but quality of information is more important.
- Structure exists in launch of program but then dissolves, partially or completely, as industry sector groups become self-sufficient.
- Discussions are based on trust – difficult to come by when discussing commercial concerns.



Aviation Industry Parallels



Aviation Industry Parallels – Industry Safety vs. Company Safety



SOURCE: Boeing, 2013



Opportunity from Failure

Company Success
Requires
Industry Teamwork



Focus Questions



Focus Questions – Why, What, How, and to Whom?

- Why report DP incidents and accidents?
- What constitutes a DP incident?
- How should an incident be reported?
- To whom should an incident be reported?



Critical Question –

How can we best effect a shift in industry attitudes and focus that will adjust priorities from company financial benefit to the improvement of the industry as a whole?



Thank you for your time.

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