

FY 2010 United States Coast Guard Annual Occupational Safety and Health Report to the Secretary of Labor

Name of Department/Agency: **United States Coast Guard**
 Address: 2100 2nd Street SW, Washington, D.C., 20593
 Number of federal civilian employees this report covers: **8,257**

	Name	Official Title	Telephone	E-mail
DASH:	RADM Mark Tedesco	DASH	202-475-5130	Mark.Tedesco@uscg.mil
OSH Manager:	Leslie H. Holland	Chief, Office of Safety & Environmental Health	202-475-5195	Leslie.H.Holland@uscg.mil

Executive Summary

The Coast Guard's FY 2010 Annual Occupational Safety and Health Report highlights the challenges and accomplishments of the service's safety and environmental health program and summarizes its goals for the coming year. This report fulfills the Coast Guard's obligation to report the results of its safety program to the Department of Homeland Security (DHS).

Statistics

Injury and Illness Trends

	FY 2009	FY 2010	Change
Number of Federal Civilian Employees	8,072	8,257	185
Total Cases Injury/Illness	265	284	19
Total Case Rate	3.28	3.44	0.16
Lost Time Cases	191	201	10
Lost Time Case Rate	2.37	2.43	0.06
Total Chargeback	8,906,703	8,862,046	(44,657)

Coast Guard civilian injuries and illnesses were again processed through the Department of Transportation's (DOT) Workers' Compensation Information System (WCIS). Data for the report came from a variety of sources: DOT/WCIS; Coast Guard Human Resources; and the Coast Guard electronic mishap database, eMishap.

The number of total and lost time injury and illness cases as well as the case rates increased slightly from FY 2009 to FY 2010. Although there was an increase for FY2010, the Coast Guard overall has been maintaining a downward trend since the SHARE* base year of FY 2003. The rate of 3.44 in FY2010 is a 35 percent reduction from the base rate in FY 2003 of 5.32, far surpassing the SHARE established goals. The total workers' compensation costs have declined as well. The Coast Guard attributes these declines to an active and forward-thinking safety programs, active and intrusive leadership stressing the criticalness of safety programs, the emphasis on operational risk management practices, personnel outreach efforts, safety training

mandates, and widely available safety courses. *(Although the SHARE program officially ended in FY 2009 the Coast Guard will continue to reference its baseline of 2003 until 2011, when the POWER Initiative will take effect.)

Types of Injuries:

Two single-category types of injuries of greatest concern involve the more ergonomically-related injuries of sprains, including “**Back-sprain**” and “**Non-back sprain**” injuries.

Non-back sprains accounted for the most common type of injury, with 19.5% total percent of cases in FY2010 and is a decrease from FY2009 and FY2008 (21.3% and 20.1% respectively).

Back-sprains accounted for the second most common type of injury, with 12.5% total percent of cases in FY2010 and is a slight increase from FY2009 but is still below FY2008 totals (10.9% and 16.6% respectively).

The combined-category of “**Contusions, Lacerations and Fractures**” accounted for almost 27% of all *types* of injuries in FY2010 and is a decrease from FY2009 (30%).

Within this group *Lacerations* had the largest percentages of occurrences (11.1%) (*Contusions* 10.1% and *Fractures* 6.1%). Conversely, within this group, *Lacerations* has the lowest percentage of costs (3.2% or \$12,988) compared to *Contusions* (13.1% or \$52,572) and *Fractures* (18.5% or \$74, 267).

Cause of Injuries:

The combined-category of “**Slips, Trips and Falls**” attributed to the leading *cause* of injury, (32.7%) **and** accounted for the largest combined-category total *cost* of injury (\$37.4% or \$150,169). This represents a decline from FY2009 (58% or \$210,648).

The combined-category of “Handling Tools / Instruments / Machinery” represented the second leading *cause* of injury (18.9%) and the second leading cost (15.9% or \$63,901). This represents similar results from FY2009 (18.6% or \$66,963).

Fatalities and Catastrophic Accidents— There were no fatal or catastrophic incidents involving civilians in FY 2010.

Overseas Employees— The Coast Guard has approximately 90 civilian employees overseas; 88 of these employees are stationed in the US Territory of Puerto Rico, one in Guam and one in the Virgin Islands. Because all of these positions are located in American territories and are co-located on military bases, the Coast Guard is able to ensure both Coast Guard safety and OSHA regulations are followed.

OSH Initiatives

Motor Vehicle/Seat Belt Safety— The combined (civilian and military) Coast Guard seat belt use rate for the FY 2010 survey totaled 94.8%, down from FY 2009's total of 95.6%. FY 2010 survey found 98.6% of child passengers properly secured, up from 95.6% in FY 2009. Although the seatbelt rate is down from FY 2010 it still surpassed the national average of 83%. The Coast Guard goal is 100% compliance and the Coast Guard will strive to achieve this every year. The survey did not discern whether the seat belt user was a civilian, a visitor, a contractor, or military Coast Guard employee.

Integrating OSH and Emergency Response— As an emergency response centric organization, the Coast Guard has built itself as an effective, efficient and safe organization. A large portion of our missions are emergency/disaster response related. Numerous policies, procedures and doctrine have been implemented to incorporate risk mitigation, hazard identification and control, best working practices, standardization of operations and advanced training curriculum to ensure all Coast Guard missions are carried out as safely as possible.

Employee & Contractor Support

There are approximately 112 formal Coast Guard safety and health (including emergency response focused) courses, with 66 directly sponsored through the Coast Guard Safety and Environmental Health Program. Training includes classroom, practical and web-based training.

Accomplishments and Goals

Motorcycle Training Program

This year the Coast Guard funded Motorcycle Basic Rider Courses training for 400 members nation-wide. This course is required by Coast Guard policy for all military members who ride a motorcycle, and for all members, including civilians, who ride a motorcycle on a Coast Guard base.

“Don't Let Your Guard Down” Campaign

The original “Don't Let Your Guard Down” (DLYGD) campaign, as reported last year, met its original goal of a 25 percent reduction in motor vehicle/motorcycle mishaps over the three year time period FY 2007 through FY 2010. In FY2011 a note from the new Commandant of the Coast Guard, Robert Papp, stated the *Don't Let Your Guard Down Campaign* would be extended into future years and expanded nationwide.

Confined Space Safety Study

The Coast Guard finished an analysis on the Confined Space Safety Program, including its procedures, training and operations. This analysis and data derived will lead to a safer working environment by increasing awareness and improving training, techniques and policies.

Front End Analysis

The Coast Guard started an analysis on its climbing safety and fall protection program. It became apparent, due to the many diverse missions that the Coast Guard performs, that climbing safety and fall protections should be more formally addressed centrally, first gather data from all

of the many mission groups that are in need of fall protection. This analysis is a joint effort by several directorates within Coast Guard Headquarters. Results from the analysis is due by end of calendar year 2010.

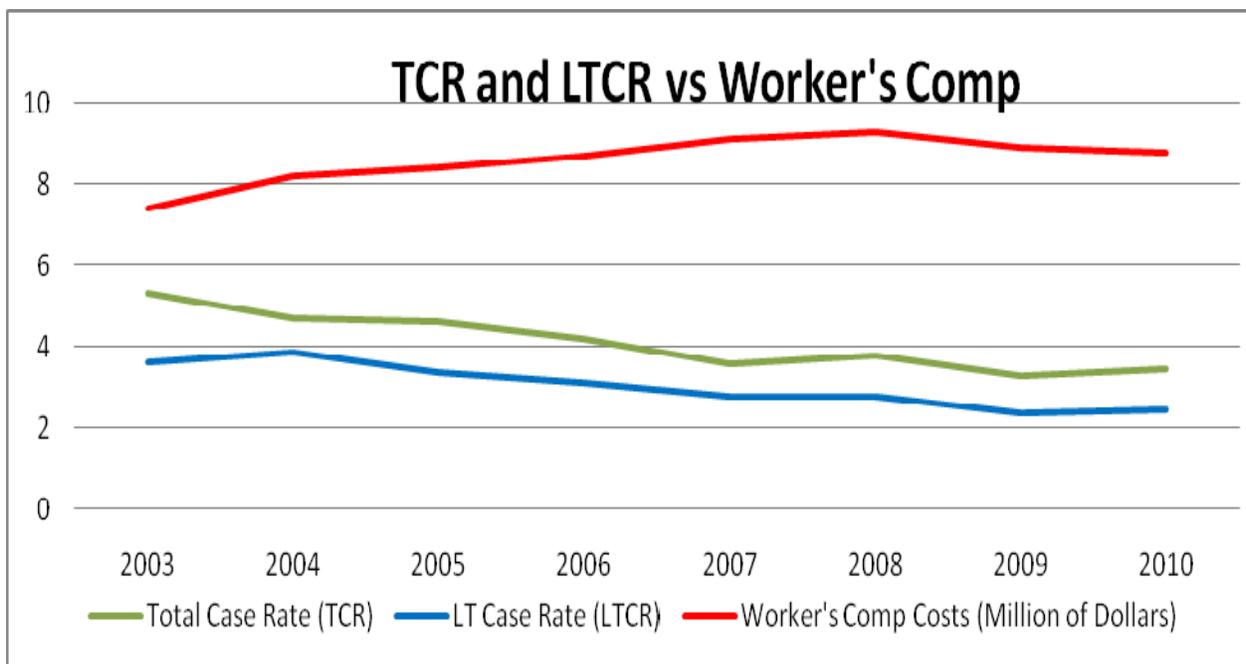
Detailed Report

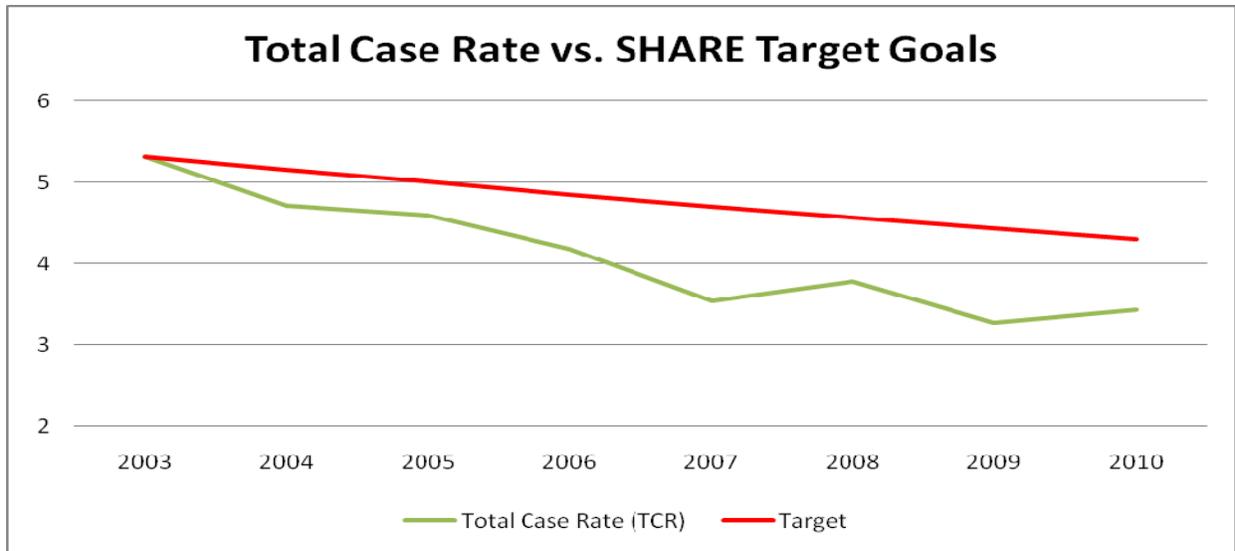
I. Statistics

A. Injury and Illness Statistics

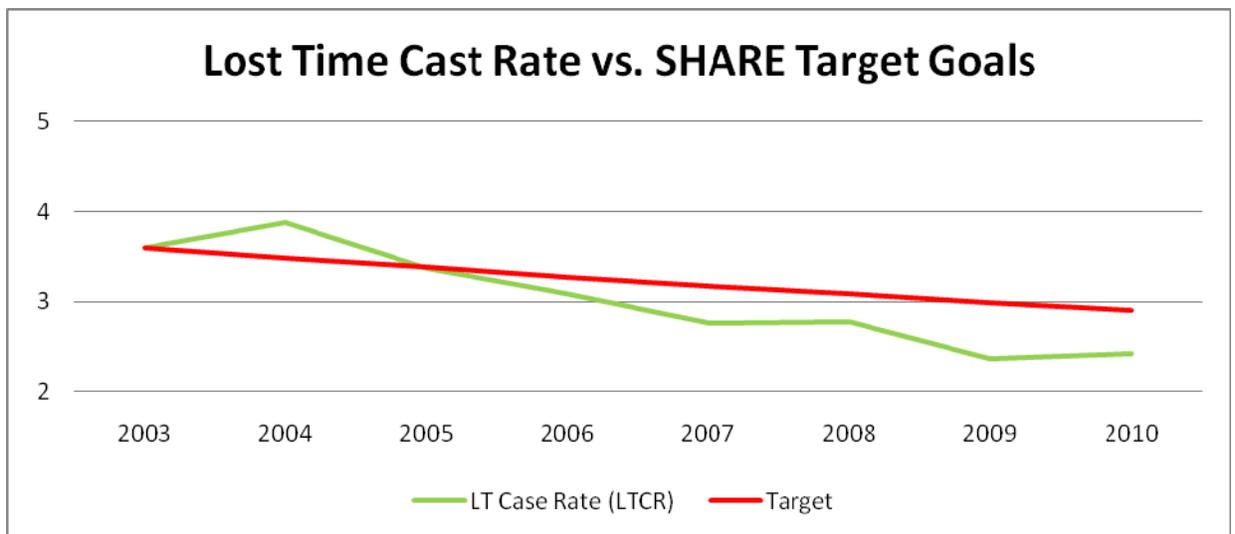
1. Injury and illness rates

	FY 2009	FY 2010	Change
Number of Federal Civilian Employees , including full-time, part-time, seasonal, intermittent workers	8072	8,257	185
Total Cases Injury/Illness (number of injury/illness cases—no lost-time, first aid, lost-time and fatalities)	265	284	19
Total Case Rate (rate of all injury/illness cases per 100 employees)	3.28	3.44	0.16
Lost Time Cases (number of cases that involved days away from work)	191	201	10
Lost Time Case Rate (rate of only the injury/illness cases with days away from work per 100 employees)	2.37	2.43	0.06
Lost Work Days (number of days away from work)	625	653	28
Lost Work Day Rate (per 100 employees)	60.2	63.3	3.1





*NOTE: SHARE officially ended in FY2009 but as a interim, the Coast Guard is using SHARE target until the POWER Initiative is implemented for FY2011.



*NOTE: SHARE officially ended in FY2009 but as a interim, the Coast Guard is using SHARE target until the POWER Initiative is implemented for FY2011.

2. Facilities with high injury and illness rates
 The Coast Guard shipyard and Aircraft Repair and Supply Center are the two main industrial facilities with large numbers of civilians. Both safety programs continue significant progress within their organizations. Both have engaged the leadership and supervisory personnel in understanding their policies and programs, have extensive education and awareness programs, and expend a large amount of time performing workplace risk assessments, adding training and incentive programs.

B. Fatalities and Catastrophic Incidents

There were no fatalities or catastrophic incidents involving Coast Guard civilians in FY 2010.

Fatality and Catastrophic Accident Investigations

There were no fatalities or catastrophic mishap investigations involving Coast Guard civilians in FY 2010.

C. Overseas Employees

The Coast Guard has approximately 90 civilian employees overseas; 88 of these employees are stationed in the US Territory of Puerto Rico, one in Guam and one in the Virgin Islands. Because all of these positions are located in American territories and are co-located on military bases, the Coast Guard is able to ensure both Coast Guard safety and OSHA regulations are followed.

D. Significant Trends and Major Causes or Sources of Lost Time Disabilities

1. Tracking accidents:

Two single-category types of injuries of greatest concern involve the more ergonomically-related injuries of sprains, including *Back-sprains* and *Non-back sprain* injuries.

Non-back sprains accounted for the most common type of injury, with 19.5% total percent of cases in FY2010 and is a decrease from FY2009 and FY2008 (21.3% and 20.1% respectively).

Back-sprains accounted for the second most common type of injury, with 12.5% total percent of cases in FY2010 and is a slight increase from FY2009 but still below FY2008 totals (10.9% and 16.6% respectively).

Accordingly, the costs associated with *Non-back sprains* accounted for the largest single-category percent of total costs for all injuries (\$162,124 or 40.3%) in FY2010. This displays an increase from FY2009 and FY2008 costs (29.3% and 17.9% respectively). The *Back-sprains* costs in FY2010 (8.4%) increased slightly from FY2009 (7.9%).

The Coast Guard believes that the aging workforce conducting strenuous physical labor is potentially impacting the elevated numbers of sprains and back sprain injuries. Some of the cost and lost work time may also be associated with longer healing time for the aging workforce.

The combined-category of “*Contusions, Lacerations and Fractures*” accounted for 27.2% of all *types* of injuries in FY2010 and is a decrease from FY2009 (29%).

Within this group *Lacerations* had the largest percentages of occurrences (11.1%) with *Contusions* and *Fractures* following (10.1% and 6.1% respectively). Conversely, within this group, *Lacerations* has the lowest percentage of costs (3.2% or \$12,988), compared to *Contusions* (13.1% or \$52,572) and *Fractures* (18.5% or \$74, 267).

Analyzing all injuries as per-occurrence costs, *Fractures* have the highest per-occurrence costs at \$4,125 vs. *Non-back sprains* of \$2,795 (although *Non-back sprains* are the highest total injury cost category), followed by *Contusions*, \$1,752 per-occurrence and *Inguinal hernias*, \$1,727 per-occurrence.

Pain, Swelling, Redness, Stiffness, Not in Joint had the greatest increase of occurrence between FY2009 (3.0%) and FY2010 (7.4%). We attribute these injuries to the many aging workforce at Coast Guard industrial facilities. Older workers perhaps are more vulnerable to this type of injury from the common attributes of aging.

Cause of Injuries:

The combined-category of *Slips, Trips and Falls* attributed to the leading **cause** of injury, (32.7%) **and** accounted for the largest combined-category total **cost** of injury (37.4% or \$150,169). This represents a decline from FY2009 (58% or \$210,648).

The combined-category of *Handling Tools / Instruments / Machinery* represented the second leading **cause** of injury (18.9%) and the second leading cost (15.9% or \$63,901). This represents similar results from FY2009 (18.6% or \$66,963).

The numerous policies, programs and initiatives in place throughout the Coast Guard to control negative trends appear to be positively reducing injury and illness trends. Corresponding to the downward trend in injuries and illness is a leveling and slight downward trend in workers' compensation costs.

Major Trends

FY 2010 Major Trends			
<i>Type (i.e. sprains, Contusions, etc.)</i>	% of Total	% of Cost	Description
Sprains, not back	19.5	40.3	Highest occurrence and overall cost; second highest per-injury cost \$2,795
Sprains, back	12.5	8.4	Per-injury Cost \$913
Lacerations	11.1	3.2	Per-injury Cost \$394
Contusions	10.1	13.1	Per-injury Cost \$1,752
Pain, swelling, redness, stiffness, not in joint	7.4	6.7	Per-injury Cost \$1,229
Fracture	6.1	18.5	Highest per-injury cost \$4,126

<i>Cause of Injury (i.e., slips, handling tools, etc.)</i>	% of Total	% of Cost	
All Slips / Trips / Falls	32.7	37.3	Highest occurrence and overall cost: highest per-injury cost \$1,548
Handling tools, instruments or machinery	18.9	15.9	Second highest per-injury cost \$1,141
Striking against materials	3.7	0.5	Per-injury cost \$195
Watercraft	3.0	1.7	Per-injury cost \$580
Handling packaged materials, weighted not stacked	3.0	0.4	Per-injury cost \$194

2. Controlling Trends

The numerous policies, programs and initiatives in place throughout the Coast Guard to control negative trends appear to be positively impacting injury and lost time trends as highlighted by our historic accident data. Corresponding to the seven year downward trend in injuries and illness, there is also a slight downward trend in workers' compensation costs as well.

The framework for a safe and healthy work environment for all Coast Guard personnel begins with Coast Guard leadership and enjoys ownership at all levels. The leadership continues to be engaged and promote safe and healthy work environments, starting with the Commandant. Coast Guard Headquarters continues to use data as the basis for determining the safety program's way forward; field level components provide on-site support to units around the world. Support includes assessment of policy and program implementation, risk assessment and management, hazard tracking and abatement, safety stand downs, and training.

Mishaps are investigated to identify their root cause and are documented in the e-Mishap (on-line reporting) system and incorporated into the OSHA 300 Log. While the most serious mishaps always receive intense scrutiny, substantial effort is also focused on the less serious mishaps and near misses to intervene proactively before a more serious outcome occurs.

E. Contract Workers and Volunteers

The number of contractors employed by the U.S. Coast Guard is not available. The Coast Guard Auxiliary, an all volunteer force, includes approximately 31,000 members. In FY 2010, the auxiliary force experienced nine reportable mishaps at a reported cost of \$12,451.

II. OSH Initiatives

A. Motor Vehicle / Seat Belt Safety

1. Number of motor vehicle accidents experienced by employees in FY 2010.

There was one motor vehicle mishap involving a Coast Guard civilian in FY 2010. The member was operating industrial equipment (Bobcat front loader) and minor injuries were sustained to his abdomen area.

	FY 2009	FY 2010	Change
Number of motor vehicle accidents experienced by employees	1	1	0
Number of accidents resulting in personal injury	1	1	0

2. Seat belt use.

As directed by Executive Order 13043 and Coast Guard Commandant Instruction (COMDTINST) M5100.47 (series), Chapter 10, the Coast Guard performed an Annual Seat Belt Survey at entry points of various Coast Guard facilities nationwide. The survey encompassed Coast Guard military and civilian personnel, Coast Guard military dependents, visitors and contractor personnel. Seat belt use percentages from the various facilities were calculated to provide an annual seat belt use rate for the Coast Guard.

The combined (civilian and military) Coast Guard seat belt use rate for the FY 2010 survey totaled 94.8%, down from FY 2009's total of 95.6%. FY 2010 survey found 98.6% of child passengers properly secured, up from 95.6% in FY 2009. Although the seatbelt rate is down from FY 2010 it still surpassed the national average of 83%. The Coast Guard goal is 100% compliance and the Coast Guard will strive to achieve this every year. The survey did not discern whether the seat belt user was a civilian or military Coast Guard employee.

3. Motor vehicle safety and distracted driving

Coast Guard tracks the use of driver and passenger seat belts in motor vehicle mishaps through the Coast Guard e-Mishap reporting system.

The Coast Guard continued to promote the National Driver Safety Campaigns and provided unit level training courses. In FY 2010, Coast Guard programs conducted and/or coordinated the National Safety Council (NSC) 6-hour Defensive Driving Courses and the Automobile Association of America (AAA) 8-hour Driver Improvement Courses. For the Coast Guard's overwhelming participation in the NSC program and for its commitment to the practice of safety training, the NSC awarded its "Trend Setter" award to the Coast Guard for the second year straight, (2009 and 2010). In addition, a video lending library containing materials

addressing a myriad of motor vehicle safety issues was made available to all Coast Guard units.

The Coast Guard Headquarters Office of Safety and Environmental Health published its FY 2010 ALCOAST Seat Belt Survey message to all Coast Guard units, providing results of the annual seat belt survey and annual motor vehicle mishap numbers including the number of Coast Guard fatalities, days hospitalized and lost workdays of Coast Guard members due to motor vehicle mishaps. The message also provided references to this year's National Driver Safety Campaign: "Click it or Ticket."

In response to EO 13513, the Coast Guard released a general message (ALCOAST 012/10) establishing policy prohibiting the use of texting messages while driving on official business or while using government supplied equipment.

Prior to the winter holidays in 2009 and Memorial Day holiday in 2010, the Coast Guard published holiday traffic safety messages providing statistics and precautionary tips for driving during these "higher risk" driving periods and holiday seasons.

The Coast Guard continues to collect motor vehicle mishap data in the e-Mishap database based on National Highway Transportation Safety Association (NHTSA) data collection criteria contained in the Model Minimum Uniform Crash Criteria. This increased amount and quality of data has allowed for better analysis of mishap casual factors so that Coast Guard education and training resources could be targeted to mishap causes and permit comparative analysis to accident trends in the private sector and government.

The Coast Guard Motor Vehicle Safety and the Mishap Investigation policies (COMDTINST M5100.47, Chapters 10 and 3, respectively) are undergoing revision to reflect the information obtained during the year's motor vehicle and motorcycle mishap investigations. Policy changes include: revision to terminology and policy to ensure alignment with the newly revised Motor Vehicle Manual, COMDTINST M11240.9 (series) (e.g., use of the OF-346 Operator's Permit, emergency vehicles and special purpose motorized equipment (SPME) requirements); change in requirements for reporting government vehicle damage; and, inclusion of specific actions available to Commanding Officers to deal with unsafe drivers.

The Coast Guard continues with formal, standardized motor vehicle mishap investigations for fatal and serious incidents involving military members in an off-duty status to identify human factors that caused and contributed to each mishap. The plight of off-duty motor vehicle mishaps

has continued to negatively impact the mission readiness of those units to which these members are assigned. The off-duty motor vehicle mishap investigation and analysis process incorporates motorcycle mishaps, which are a high priority area of interest at all management levels within the Coast Guard and other military services. The Coast Guard has analyzed the results of these investigations and is acting on the mishap analysis boards' recommendations. The resultant initiatives are also being made available to the Coast Guard civilian community.

In FY 2010 the Coast Guard continued to encourage the use of the U.S. Army's on-line risk assessment trip planning program, the Army Safety Management Information System (ASMIS). In this system, known as the Travel Risk Planning System (TRiPS), personnel input information on vehicle type, trip itinerary, and other related information. Personnel receive a hazard assessment of their proposed trip and a list of recommendations to lower the travel risk. As a means of intrusive leadership, supervisors of military personnel using the system review the travel plans with the member and make recommendations to the member on reducing the travel risk. The ultimate purpose of the tool is to ensure supervisors take a keen interest in their employees' travel plans in their off-duty time. The assessment tool is also available to civilian employees.

B. Integrating OSH and Emergency Response

As an emergency response centric organization, the Coast Guard has built itself as an effective, efficient and safe organization. A large portion of our missions are emergency/disaster response related. Numerous policies, procedures and doctrine have been implemented to incorporate risk mitigation, hazard identification and control, best working practices, standardization of operations and advanced training curriculum to ensure all Coast Guard missions are carried out as safely as possible. The U.S. Coast Guard also has policy and guidance specifically for continuity of Operations Planning, Continuity of Government (COOP/COG) under peacetime and national security conditions. This policy is inclusive of USCG Headquarters as well as each district requires planning for continuity of its missions and reconstitution under "all threats," during imminent and post event conditions for 30 days or more. The threats addressed are unit and local area specific must include: terrorism, including the use of weapons of mass destruction (WMD), loss of infrastructure as evaluated in Business Continuity and Contingency Plans (BCCP's) and any natural disaster contingencies that may affect conducting Coast Guard missions.

III. Employee & Contractor Support

A. OSH Training

1. Ensuring staff are trained

There are approximately 112 Coast Guard safety and health (including emergency response focused) courses, with 66 directly sponsored through

the Coast Guard Safety and Environmental Health Program. Training includes classroom, practical and web-based training.

Employees received their safety and environmental health training mainly at their respective facility/unit. Headquarter units, with full time safety and environmental health resources, conducted routine safety and health training for their civilian employees and supervisors. Other unit employees were trained by Safety and Environmental Health Officers (SEHOs) and other field practitioners. SEHOs provided thousands of hours of safety and health training during over 120 field visits. Topics covered a myriad of safety and health topics based on the needs of the unit.

This year was the Coast Guard's response to the Deepwater Horizon Spill. In addition to the operation and logistical support to the spill, the Coast Guard provided 10 full-time safety officers who were on-scene for a full six months during the response. These safety officers provided numerous hours of safety training, inspections, policy review and recommendations to incident commands.

The Coast Guard also provided multiple opportunities for professional development of its safety and health practitioners throughout the year including attendance at professional conferences and training courses. Additionally, the Coast Guard provided funding for two active duty members and one U.S. Public Health Officer to attend industrial hygiene / environmental health graduate school programs. As more educated risk management practitioners are available to manage and implement field-level safety and environmental health programs, there is an immediate benefit realized by both the civilian and military personnel.

Training programs are continually being developed, updated, and modified to meet the needs of the Coast Guard. Safety education and awareness are also incorporated into Coast Guard leadership training venues. Training is becoming more standardized to ensure quality and consistency in both instructors and curricula. There is tremendous focus on areas outside of traditional safety topics as well including safety culture-based training such as Operational Risk Management, Crew Endurance Management and Team Coordination Training. Training has been a cornerstone of the Coast Guard's success; the overall small military and civilian population, relative to other U.S. military entities, has enabled the Coast Guard to reach a broad audience well equipped to implement safe work practices on a collective basis to reduce injuries and illnesses in the work environment.

There are 32 professional development fire course provided to Coast Guard fire fighters utilizing the DOD Fire Academy as well as various universities. Coast Guard fire departments participate in the

DOD/International Association of Fire Chiefs Fire Rescue International training workshop each year. This past year the workshop was held in Chicago, IL. During this time, fire department personnel attend training sessions and meetings. The fire department also participate in the DOD Fire and Emergency Services Awards program where they were recognized for their outstanding achievements.

Coast Guard fire officers are trained in Fire Investigation techniques and are used during Fire Mishap Investigations of Class A and B fires at Coast Guard facilities.

2. Staff Trained

In FY 2010, Coast Guard Headquarters safety and health training quotas enabled approximately 2,000 individuals (both military and civilian) to be trained at formal training centers. This does not account for online or unit level training which is not tracked at the Headquarters level. In addition to classroom and practical training, web-based training and videos were also used. Quotas of military vs. civilian member training are not currently tracked.

Types of Training Provided in FY2010
1. Safety Manager
2. Operational Risk Management
3. Human Factors Analysis / Accident Investigation
4. Amer. Industrial Hyg. Conf. & Expo /PDCs
5. Emergency Response FRO/FRA/WMD ¹
6. Unit Safety Coordinator
7. Shipyard Competent Person
8. Emergency Response Train the Trainer
9. Emergency Response First Responder Awareness
10. EPA AHERA Planner
11. EPA LAR Housing Inspector
12. Shore Confined Spaces Entry and Rescue
13. Motorcycle Basic Rider Course
14. Electrical Safety Working Practices
15. Fire Chief Training
16. Fire Investigator/Inspector
17. Fire Officer I-II-III-IV
18. Fire Protection / Rescue Technician
19. Forklift and Weight Lifting
20. Safety and Environmental Health
21. ATV Safety Rider Course
22. Aircraft Rescue and Firefighting

23. Motorcycle Experienced Rider Course
24. EPA Lead Inspector
25. Industrial Hygiene Techniques
26. Ramp and Maintenance Safety

Note (1)

FRO/FRA/WMD – First Responder Operations / First Responder Awareness / Weapons of Mass Destruction

B. OSH Conferences/Seminars

Safety seminars or conferences the agency is planning for 2011:

- Annual Safety and Health Coast Guard/Navy Conference
 - This is the Coast Guard’s Annual Safety Conference. It is a week in length and includes a large percentage of the Coast Guard’s Health and Safety professionals Coast Guard wide. Topics focus on policies, procedures, inspections, hazard abatement, communications and a varied list of other topics. The Coast Guard usually teams with the Navy and other safety liaisons from other agencies to provide guest speakers and Subject Matter Experts to round out the agenda.

Other conferences may include, but are not limited to:

- National Safety Council Conference
- American Industrial Hygienist Conference and Exposition
- National Fire Protection Agency (various)

C. Field Federal Safety and Health Council Support

1. Involvement

Coast Guard field safety and health professionals are actively engaged in supporting the OSHA Federal Safety and Health Councils (FSHC) where they are established. For example, one Coast Guard civilian in the Hampton Roads, Virginia area serves as the FSHC Vice President. Other active memberships exist in the following areas: St. Louis, Cleveland and Miami.

2. Field Council Support

Coast Guard safety and health management strongly supports and encourages participation in FSHCs. Coast Guard active duty safety and health professionals are frequently FSHC members and attend meetings as their work and travel schedules permit.

D. Other Support Activities

Professional safety and industrial hygiene certification is strongly encouraged. Employees are given opportunities to take certification preparation courses and can access, for free, the preparation study software material purchased by the Coast Guard for its employees.

E. Certified Committees

The Coast Guard does not have Certified Safety and Health Committees.

IV. Self-Evaluations

The Coast Guard regional safety and health programs conduct program evaluations at the field level on an ongoing basis. Regional level evaluations cover the wide array of Coast Guard safety and health policies, programs, practices, procedures, and worksite conditions. There are approximately 1,200 aviation, afloat, and shore units within the Coast Guard. Each unit has a full time or designated collateral duty safety officer who conducts worksite inspections, and each unit undergoes periodic safety and health evaluations from the field safety and health practitioners. The Coast Guard has developed a computerized “unit self assessment tool” (USAT) that has completed beta testing and is currently in use. Additionally, the assessment tool automatically tracks identified hazards until abatement or control measures have been taken. The Coast Guard also conducts hundreds of SMART (Safety Mobile Assistance and Response Team) visits to field units a year. The SMART visit focuses on: education of personnel, physical safety inspections and environmental health hazard identification. This year alone, the SMART team identified 2,500 various hazards at over 100 units. The hazards identified are logged and submitted to each unit for corrective actions. The SMART team has seen great success in its program, and by its historic tracking of each unit’s evaluation, aids in meeting overall safety goals.

V. Accomplishments for FY 2010

Mishap Reduction

Although the Coast Guard experienced a mild increase in total mishaps and lost time cases in FY2010, it still maintains an overall downward trend in total mishap rate since the SHARE baseline of FY2003, and total lost time care rate for the past five years. The Coast Guard continues to attribute these lowered numbers to leadership and unit-level safety mentors contributing to our safety outreach program. Additionally, our estimated vehicle damage costs (both military and civilian) in FY2010 was \$560,000 a major reduction from FY2009 (\$800,000) and from FY2008 (\$1.4 million).

Motorcycle Training Program

This year the Coast Guard funded three new motorcycle training ranges along with the training of instructors in an effort to provide timelier motorcycle training at no cost to members and to reduce costs associated with contracting training. A motorcycle training reimbursement program was established to reimburse members who cannot take free motorcycle safety training at a Coast Guard or DoD installation.

“Don’t Let Your Guard Down” Campaign

The original “Don’t Let Your Guard Down” (DLYGD) campaign, as reported last year, met its original goal of a 25 percent reduction in motor vehicle/motorcycle mishaps over the three year time period FY 2007 through FY 2010. For FY2011 a note from the new Commandant of the Coast Guard, Robert Papp, stated the *Don’t Let Your Guard Down Campaign* would be extended into future years and expanded nationwide. The expanded program will use Public Service Announcements (PSA’s), increased training capabilities,

enforcement tools and an expanded online library for commands to use for their training program. DLYGD will also include other programs such as Aviation, Afloat, Shore and Fire safety.

Joint Services Safety Council

The Coast Guard continues its active membership in the Joint Services Safety Council (the JSSC consists of the safety chiefs from all DoD services). The JSSC meets semi-annually to discuss strategies and develop plans and policies to reduce service-related mishaps and lower accident rates both on and off-duty. Additionally, a Private Motor Vehicle (PMV) Task Force meets monthly to discuss programmatic issues, review statistical data from each of the military components, and work on joint initiatives in support of PMV safety. Immeasurable data and resource sharing has been realized through this membership, and the Coast Guard believes its membership to be highest priority.

Confined Space Safety Study

The Coast Guard finished a service-wide analysis on the Confined Space Safety Program, including its procedures, training and operations. This analysis and data derived will lead to a safer working environment by increasing awareness and improving training, techniques and policies.

Front End Analysis

The Coast Guard started an analysis on its climbing safety and fall protection program. It became apparent, due to the many diverse missions that the Coast Guard performs, that climbing safety and fall protections should be formally addressed but data had to be gather from all of the many mission groups that are actually climbing and in need of fall protection. This analysis is a joint effort by several department chiefs within Coast Guard Headquarters. Results from the analysis is due by year end 2010.

VI. Resources

The Coast Guard did not have any additional significant resources allocated to the OSH program in FY 2010. The safety and occupational health department experienced a reduction in budget due to overall organizational budget constraints.

VII. Goals

The movement towards a prevention orientated, data-driven, results-based safety and health program continues into FY2011. The Safety and Environmental Health Program will continue to develop internal requirements for a Risk Management Information System.

The Safety and Environmental Health Program will evaluate and implement the POWER Initiative for FY2011 and beyond. Quality leadership and guidance will be the focus as the guideposts for direction toward mishap reduction.

Motor Vehicle and Motorcycle Safety will remain a major effort for the Coast Guard in FY 2011. The results of the mishap analyses continue to provide program direction in

conjunction with input from Coast Guard working groups. There will be a concerted effort to quantify efficacy of motorcycle safety training.

Mishap investigations and analyses will continue to be a major focus of the Coast Guard with emphasis on trend analysis, high potential for loss mishaps, and near miss reports with the ultimate goal of preventing future mishaps.

VIII. Questions/Comments

The Coast Guard does not have any questions or comments.

Appendix I—Sub agency Contacts

	Name	Official Title	Telephone	E-mail
Sub agency Name:	United States Coast Guard			
OSH Manager:	Leslie H. Holland	Chief, Office of Safety & Environmental Health	202-475-5195	Leslie.H.Holland@uscg.mil
Other Contact:	Laura H. Weems	Chief, Shore Safety Division	202-475-5216	Laura.H.Weems@uscg.mil

Appendix II—Fatality Chart *(not applicable)*

Fatalities/ Catastrophic Events	Cause—FY 2008	In response to an emergency? (Y/N)
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		