

FY-2010 Annual Shore & Sector Operational Safety Report



**FOR SECTOR OPERATIONS ASHORE
AND SHORE-BASED FACILITIES**



HUMAN RESOURCES

**HEALTH, SAFETY
& WORK-LIFE**

CG-11

TABLE OF CONTENTS

Sections

Title	Page
▪ Purpose	3
▪ Definitions of Class of Mishap	4
▪ Summary of Major Initiatives and Accomplishments	5
▪ Summary of Sector and Shore Operational Mishaps	7
▪ Motor Vehicle Safety Program	9
▪ Costs of Mishaps	12
▪ Sector Safety	13
▪ Coast Guard Civilians	15
▪ Controlling Trends	17
▪ Training Opportunities	18
▪ Outlook	20
▪ Contact Information	21

List of Figures

Title	Page
1. Total Shore Mishaps vs. On-Duty, Off-Duty, and Motor Vehicle (MV) Mishaps	8
2. Population Data vs. Number of Mishaps	8
3. Shore Mishaps – Comparing On vs. Off-Duty	9
4. Comparing No. of Lost Days – On vs. Off-duty	9
5. Mishap Rates for Military Personnel	10
6. Military PMV Mishap Rates	10
7. Lost Work Days due to PMV Mishaps	11
8. Days Hospitalized: PMV vs. Shore Mishaps	11
9. Lost Work Days: PMV vs. Shore Mishaps	11
10. Days Restricted: PMV vs. Shore Mishaps	12
11. Costs of Shore Mishap Costs	12
12. Combined Costs of All Mishaps (excluding Aviation)	13
13. Table of Safety Manager FTE Recommendations	14
14. Table of Civilian Injury and Illness Trends	16
15. Civilian Case Rates	16
16. Civilian Mishap Case Rates vs. SHARE Goals	16
17. Civilian Lost Time Rates vs. SHARE Goals	17
18. Table of Safety “C” Training Courses	18

Purpose

This report, annually published by the Office of Safety and Environmental Health, Shore and Sector Operational Safety, Commandant (CG-1132), contains summaries and analyses based upon reported Fiscal Year 2010 (FY2010) mishaps; where applicable, this data is compared to historical trends. The report covers all **Shore-Based Operations, Sector Operations Ashore** (such as the traditional Marine Safety type duties), and **Recreational Activities**. Its purpose is to promote safety awareness and improved risk management across the spectrum of shore operations by providing personnel, program managers, and operational commanders with a snapshot of what we are doing to reduce risks to our personnel during both on-duty operations and off-duty recreational events. This report also includes key information contained in the previously released FY2010 Annual Report to OSHA, which solely covered our civilian personnel.

To reduce future risk and subsequent loss within shore-based units and Sector operations ashore, we must understand our current baselines. We can do this by carefully examining previous mishaps, especially the more severe ones such as those that led to a loss of life or a permanent disability. By identifying the root causes of these mishaps, such as the substandard systems, practices or conditions that may have existed, we are better able to anticipate, recognize, evaluate and control future risk.

Although more time and energy is generally expended in investigating and analyzing serious mishaps, such as the Class A and B's, much information can be garnered at the unit level by looking closely at the numerous Class C's, D's and High Potential for Loss (HIPO) events that regularly occur. These lower level mishaps are indicative of what Class A's and B's a unit can expect to see in the future; acting upon these lower level events by correcting the root cause(s) oftentimes prevents a more serious mishap from occurring.

We hope units with any type of shore operations will find this report useful and will discuss the information up, down, and across chains of command. Combined with the operational mishap messages that are shared service-wide, the awareness of potential hazards generated by this report should help units to take a critical look at their own operational procedures and safety programs.

As always, any ideas and comments are valuable in improving the Coast Guard's safety and environmental health program. Please share them with your Unit Safety Coordinators (USC's), Safety Managers, applicable Health, Safety and Work-Life (HSWL) detached Safety and Environmental Health Officer (SEHO), other applicable HSWL staff, or the appropriate Headquarters point of contact listed at the end of this report.

On the following page is a refresher summary of each class of mishap used by the Shore community.

Class of Mishap	Summary Description (Ref: ALCOAST 590/10)
A	<ol style="list-style-type: none"> 1. An injury or occupational illness results in a fatality or permanent total disability. 2. The cost of reportable property damage is \$2,000,000 or greater. 3. A Coast Guard aircraft or cutter is missing or abandoned, for which recovery is impossible or impractical, or is beyond economical repair. 4. A Coast Guard small boat has reportable property value of \$100,000 or more and <ol style="list-style-type: none"> a. is missing or abandoned; b. for which recovery is impossible or impractical; c. or is beyond economical repair. 5. A midair collision, regardless of the severity of injury or amount of damage. 6. Any Coast Guard personnel are missing or missing in action.
B	<ol style="list-style-type: none"> 1. Any injury and/or occupational illness results in permanent partial disability 2. The resulting cost of reportable property damage, or damage to cutters and aircraft, is \$500,000 or more, but less than \$2,000,000. 3. Three or more personnel are hospitalized as inpatients. 4. Coast Guard small boats incur repairable damage of \$100,000 or more.
C	<ol style="list-style-type: none"> 1. An injury or occupational illness results in 1) any loss of time from work beyond the day or shift on which it occurred; 2) placement of any individuals on limited duty or restricted status for more than 30 consecutive days; or 3) transfer of any individuals to a different job. 2. The resulting cost of reportable property damage, or damage to cutters and aircraft, is \$50,000 or more, but less than \$500,000. 3. Coast Guard small boats incur repairable damage of \$50,000 or more, but less than \$100,000. 4. A person falls overboard accidentally from a vessel or a pier or other structure or equipment associated with Coast Guard operations. 5. A grounding, capsizing, or rollover/knockdown occurs which is greater than 90 degrees from an even keel. 6. There is a High Potential for loss (HIPO) event. Near mishaps, lessons learned events or other events with a High Potential (HIPO) for injury, damage or Coast Guard wide implications are reportable as Class C mishaps, because of their potential for significantly greater loss.

D	<ol style="list-style-type: none"> 1. An occupational injury or occupational illness occurs requiring more than simple first aid treatment but that does not meet the criteria of a Class C mishap. This includes events where individuals are placed on limited duty status or restricted duty for less than 30 consecutive days. 2. The cost of property damage for non-aviation mishaps is \$5,000 or more but less than \$50,000. 3. The cost of property damage for aviation mishaps is less than \$50,000. 4. An accidental firearm discharge, electrical shock, or fire occurs that does not meet the criteria of a higher classification. 5. Vessel allision, collision or unintentional grounding that does not meet the criteria of a higher classification. 6. A near midair collision (NMAC) occurs. Report as a Flight-Related Class D mishap. (See Chapter 3 of the Mishap manual for additional NMAC reporting requirements.
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Summary of Major Initiatives and Accomplishments

Mishap Reduction

Although the Coast Guard experienced a mild increase in total mishaps and lost time cases in FY2010, it still maintained an overall downward mishap rate trend since the SHARE baseline of FY2003, and total lost time case rate for the past five years. The Coast Guard attributes these lowered numbers to the outreach and work of leaders and unit-level safety personnel. Additionally, our estimated government 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).

Efforts taken to improve motor vehicle safety and seat belt usage

The Coast Guard continued to promote the National Driver Safety Campaigns and provided unit level training courses. In FY2010, Coast Guard programs conducted and/or coordinated National Safety Council (NSC) 6-hour Defensive Driving Courses and 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 the Coast Guard its "Trend Setter" award 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 FY2010 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 the annual National Driver Safety Campaign: "Click it or Ticket."

The Coast Guard continued 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 continued with formal, standardized motor vehicle mishap investigations for fatal and serious incidents involving military members in an off-duty status to identify the causal and contributing human factors. 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 FY2010 the Coast Guard continued to encourage the use of the U.S. Army's on-line risk assessment trip planning program. 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 including vacation and PCS moves. The assessment tool is also available to civilian employees.

Motorcycle Training Program

This year the Coast Guard funded Motorcycle Basic Rider Courses training for 400 members nationwide. 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. Additionally, the Coast Guard funded three new motorcycle training ranges along with the development and training of instructors in an effort to provide timelier motorcycle training at no cost to active duty members and their dependents, reservists, and civilian employees 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 FY2007 through FY2010. In FY2010 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.¹

Joint Services Safety Council

The Coast Guard continued its active membership in the Joint Services Safety Council (the JSSC consists of the safety chiefs from all military 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

¹ ALCOAST 460/10

thorough this membership, and the Coast Guard believes its membership to be highest priority.

Sector Safety - Front End Analysis

The Coast Guard completed research supporting additional full-time operational safety positions within all Sectors. Sectors must systematically integrate operational safety into management and work practices at all levels so that missions are accomplished while protecting the public, the worker, and the environment. This is accomplished by effectively integrating safety management into all facets of work planning and execution. These new positions, filled by safety professionals, would greatly enhance the safety of field-level tactical operations by providing technical support and undivided attention to the unit's needs.

Confined Spaces - Front End Analysis

The Coast Guard finished a service-wide analysis on the Confined Space Safety Program, including its procedures, training and operations. This analysis including the data derived will lead to a safer working environment by increasing awareness and improving training, techniques and policies. A re-write of the current Confined Space chapter within COMDTINST 5100.47 (series) is currently underway.

Climbing Safety/Fall Protection - 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 are due by early FY2011.

Training and Professional Support

There are approximately 110 formal Coast Guard safety and health (including emergency response focused) courses, with 53 directly sponsored through the Coast Guard Safety and Environmental Health Program. Training includes classroom, practical (hands-on or "on-the-job") and web-based training.

In addition to the extensive safety and health training for its civilian and military members, the Coast Guard provides multiple opportunities for professional development of its safety and health practitioners throughout the year. The safety and health program provides funding for attendance at conferences and courses. Additionally, the Coast Guard provides funding for two active duty personnel per year to attend an industrial hygiene / environmental health graduate school program; there is immediate benefit realized by both the civilian and military members as more educated practitioners are available to manage and implement field-level safety and health programs.

Summary of Sector and Shore Operational Mishaps **(including Sector sub-units)**

Although there were no operationally related (on-duty) deaths or permanent disability mishaps, there are numerous Class C's and D's. FY2010 saw a slight decrease in total mishaps from FY 2009 including fewer Class C and Class D mishaps than had been experienced, on average, over the previous 5 years. Class C and D mishaps are generally thought to portend more significant mishaps and should be examined to determine the root (underlying) causes so that they may be corrected.

Figure 1

Total Shore Mishaps vs. On-Duty, Off-Duty, and Motor Vehicle (MV) Mishaps

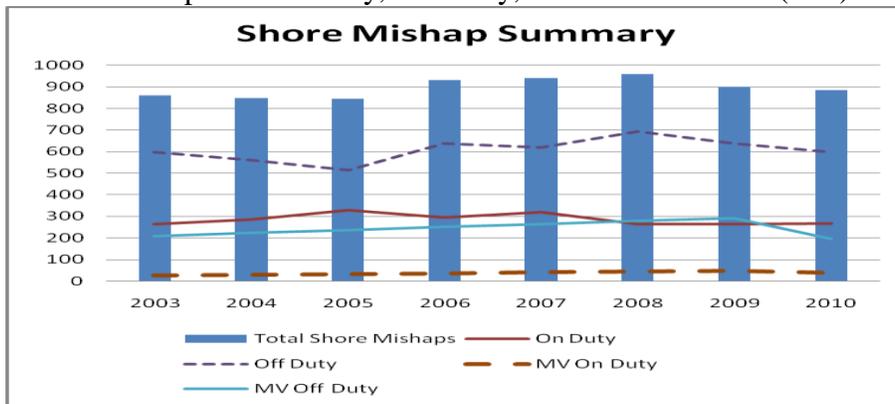


Figure 1 summarizes total shore mishaps versus on-duty mishaps, off-duty mishaps, and on and off-duty motor vehicle mishaps from FY2003-2010. The off-duty mishaps account for more than any other category and is just about double that of on-duty shore mishaps.

Figure 2

Population Data vs. Number of Mishaps

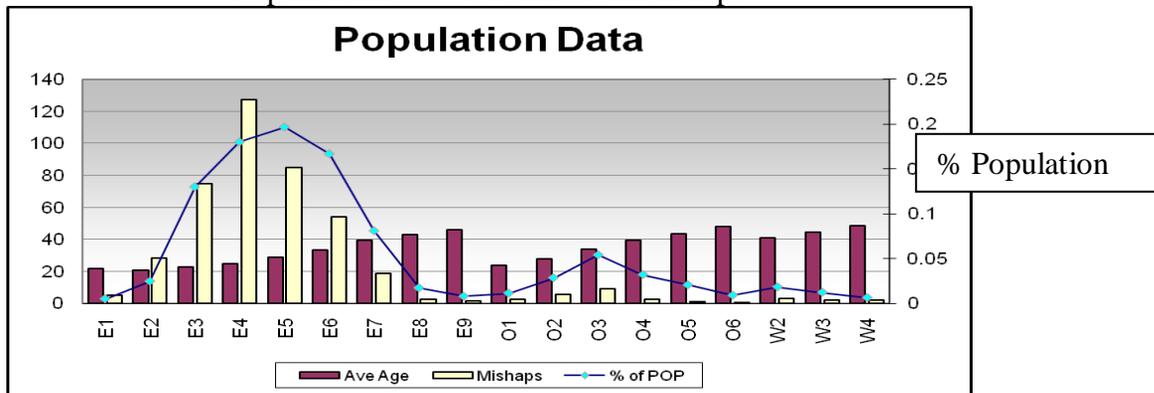
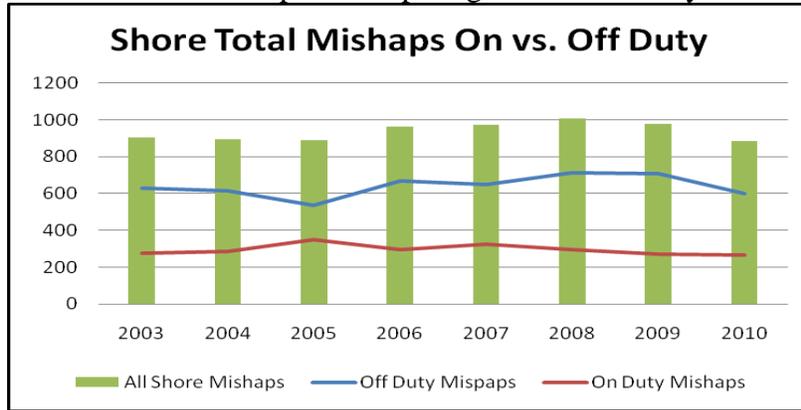


Figure 2 displays population data compared to recorded mishaps. Age, rank and the number of mishaps correlate; therefore, a conclusion about the junior population and risk factors can be drawn. Commands should pay special attention to and stress the need for safety reinforcement within younger populations.

Figure 3

Shore Mishaps – Comparing On vs. Off-Duty



Off-duty mishaps account for approximately 90% of the total shore-related mishaps.

Figure 4

Comparing No. of Lost Days – On vs. Off-duty

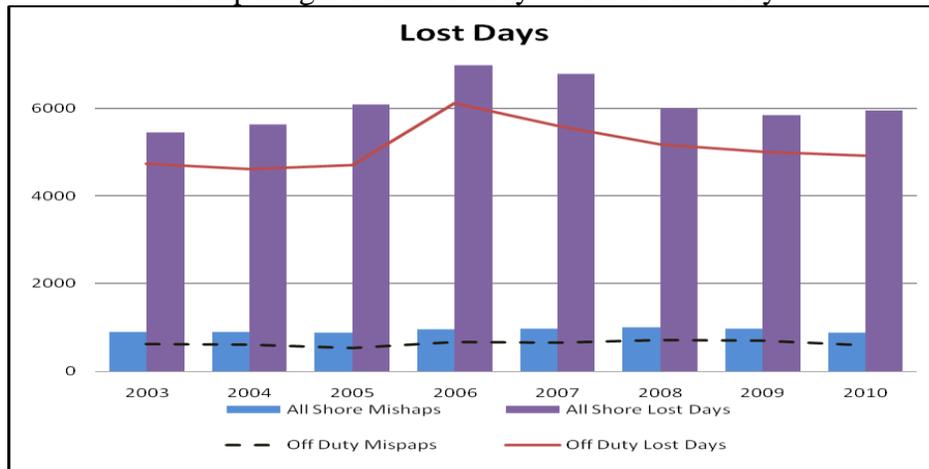


Figure 4 notes that the largest percent of days lost from work resulted from off-duty mishaps. Likewise, it also notes that off-duty mishaps account for the majority of the shore mishaps. The Coast Guard as a whole has been experiencing more off-duty vice on-duty mishaps and is expected to trend the same for FY2011. This can be excellent opportunity to partner with MWR to evaluate and establish policy, procedures, training and recreational safety awareness.

This data clearly indicates that the off-duty/recreational mishaps are not only more probable than the operational mishaps but suggests that personnel may be taking more risks on their off-time than they would take while on-duty.

Motor Vehicle Safety Program

Tracking motor vehicle mishaps for the military workforce:

Private Motor Vehicles (PMVs), both 2 and 4 wheeled are the leading category for Class A mishaps. Figure 5 illustrates Class A mishaps that were on and off-duty, and of those, which ones were related to

PMVs.

Figure 5
Mishap Rates for Military Personnel

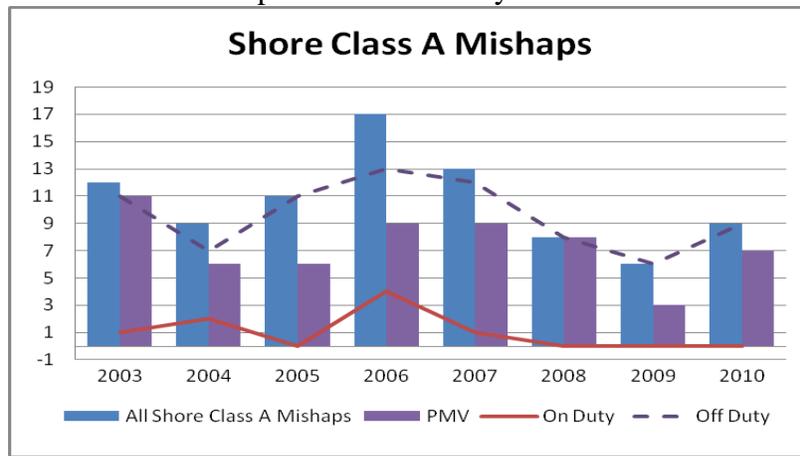


Figure 5 shows PMVs are a major factor in shore Class A mishaps. Unfortunately in FY2010 we experienced an increase of PMV mishaps and corresponding fatalities.

Figure 6
Military PMV Mishap Rates²

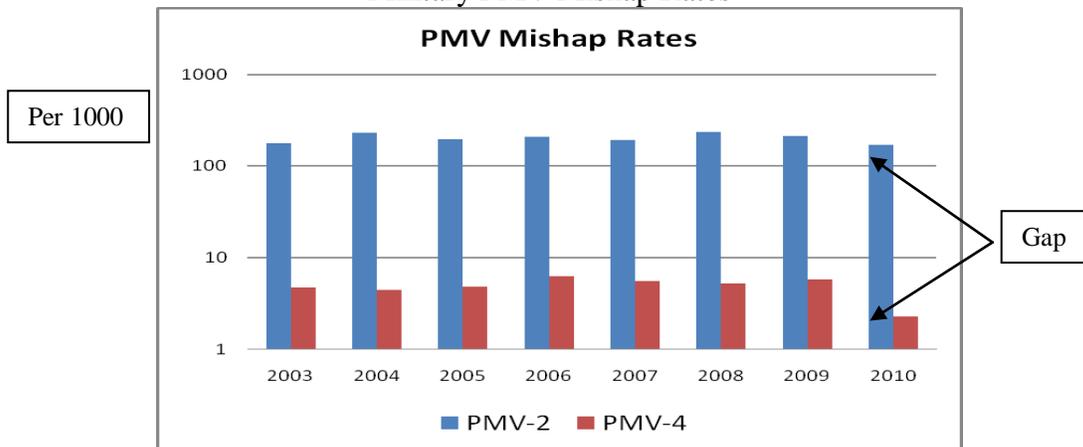


Figure 6 shows more efforts need to be focused in the coming years on motorcycle safety as the rate of mishaps for the number of motorcycle riders is many times more than the rate for PMV-2 mishaps. In FY2010 the gap widens greater than previous years.

Figure 7

² For Figure 6: Rates were normalized by population and assume 100% PMV-4 and 10% PMV-2 ridership.

Lost Work Days due to PMV Mishaps

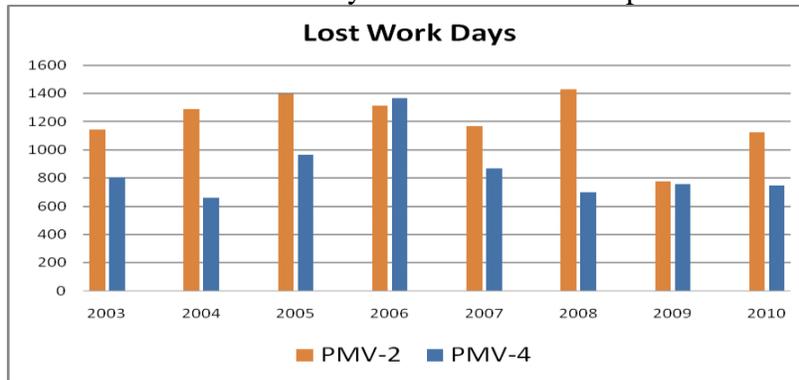


Figure 7 graph corresponds to Figure 6 and details the lost days per PMV-2 mishaps and PMV-4 mishaps. In FY2010 there were increased lost work days for both 2 and 4 wheeled PMVs, although the PMV-2 experienced the greatest increase.

Figures 8, 9 and 10 (below) detail the days hospitalized and lost work days and days of restricted duty for all shore mishaps vs. PMV mishaps. PMV mishaps account for almost half the total days hospitalized and about a quarter of the total lost work days. Although a staggering number, the trends for both have been in a slight decline since FY2003.

Figure 8

Days Hospitalized: PMV vs. Total Mishaps (with trend lines)

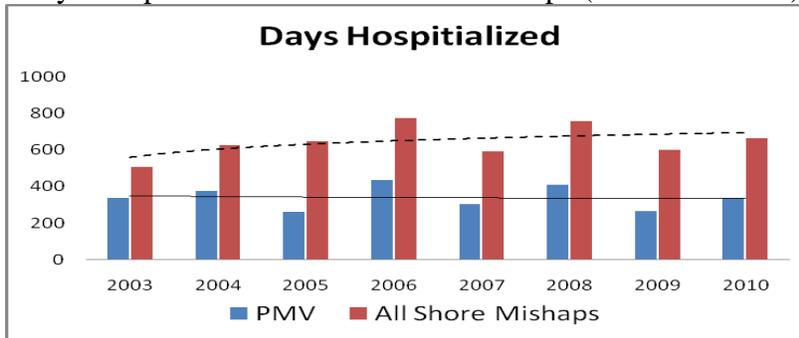


Figure 9

Lost Work Days: PMV vs. Total Mishaps (with trend lines)

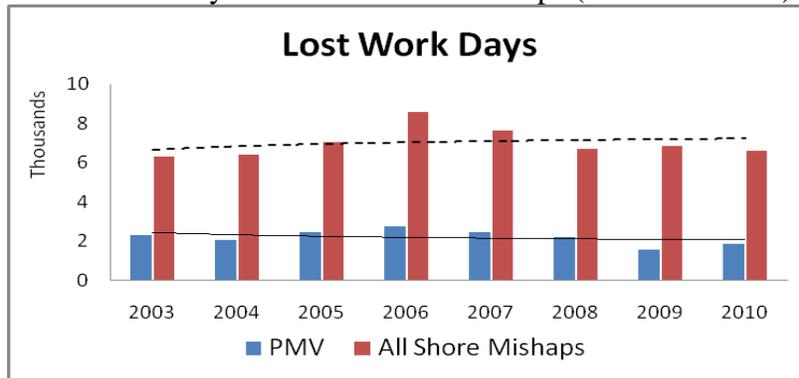
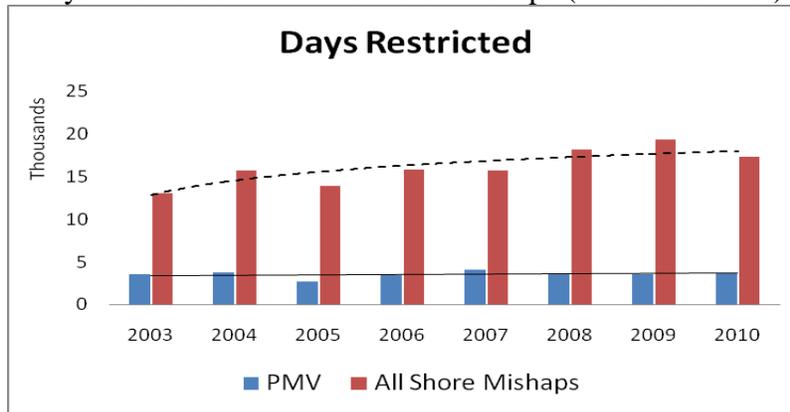


Figure 10

Days Restricted: PMV vs. Total Mishaps (with trend lines)



All of this data is not only a trailing indicator, it is also predictive in nature. The Coast Guard has a full-time PMV safety program and as detailed in this section and in the Summary of Major Initiatives & Accomplishments, there has been a large amount of resources dedicated to PMV safety. Additionally and in response to Executive Order 13513, the Coast Guard released a general message³ establishing policy prohibiting the use of texting messages while driving on official business or while using government supplied equipment. The goal of this program is to continue to educate and train personnel, thereby reducing PMV mishaps and subsequent consequences.

Costs of Mishaps

New this reporting year is the estimated costs of mishaps including human capital.⁴ Using data and formulas from Department of the Navy OPNAVIST 5102.1D, Standards for Mishap Costs, yearly mishap costs can be estimated. Figure 11 outlines Class A and Class B mishap costs in addition to hospitalization and lost work day estimates. The property costs are based upon reported amounts in e-Mishap database.

Figure 11
Costs of Shore Mishaps

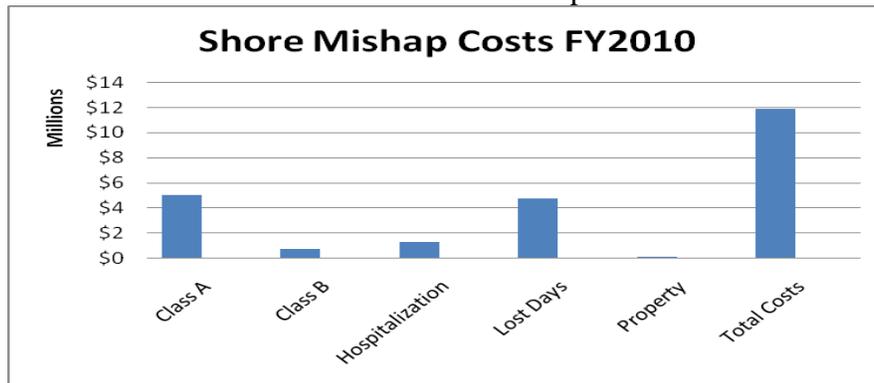


Figure 12

³ ALCOAST 012/10

⁴ Only property costs are recorded in e-Mishap database.

Combined Costs of All Mishaps (excluding Aviation)

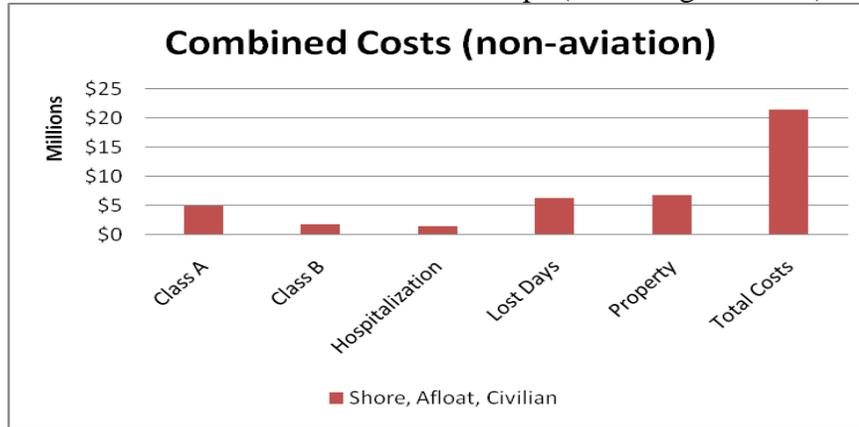


Figure 12 combines activities of all Shore and Afloat (including civilians) operations to help round out the full picture of human capital and property damage cost incurred annually by the Coast Guard. These total costs amounts are staggering and still do not reflect such ancillary costs as restricted duty or retraining costs. FY2010 total costs were approximately \$12 million for shore mishaps, and combined costs between operational shore, off-duty, and afloat were over \$20 million. As seen in earlier figures, the majority of these costs were occurred off-duty and involved PMVs.

Analysis of this mishap data reflects that many of the off-duty recreational mishaps that occurred could have been prevented had members used proper personal protective equipment (PPE) and incorporated Operational Risk Management (ORM) principles. Currently, there is no policy outlining safety requirements for members participating in off-duty recreational activities. The Office of Safety and Environmental Health, Shore Safety Division (CG-1132) is in the process of researching and developing an off-duty recreational policy to be incorporated into the United States Coast Guard’s Safety and Environmental Health Manual, COMDTINST M5100.47 (series).

Sector Safety

Three Sectors report having a Sector Safety Manager (SSM or SM) as a full-time position: Sectors New York, Hampton Roads and New Orleans. Sector Safety Managers as a full-time position is not only a value-added scenario, but in many ways will help lower the human capital cost of mishaps that seemingly go unnoticed. Coast Guard Office of Shore Forces, Commandant (CG-741), has published its Sector Staffing Model v2.0 (soon to be v3.0) and have adopted the safety ideologies of CG-113 adding a Safety Full-Time Equivalent (FTE) to its staffing guidance. Currently located within the Engineering Department, Safety for each Sector is calculated individually based upon numerous demographics, job functions and populations. The table below is the output FTE recommendation by each SECTOR/SFO/GRU/MSD/MSU:

Figure 13

Table of Safety Manager FTE Recommendations

SECTOR/SFO/GRU-AIRSTA	FTE
SEC ANCHORAGE CMD CADRE (008342)	1.04
SECTOR BALTIMORE (007291)	1.51
SECTOR BOSTON (007259)	1.42
SECTOR BUFFALO (007510)	1.86
SECTOR CHARLESTON (007597)	1.6
SECTOR CORPUS CHRISTI (007706)	1.71
SECTOR DELAWARE BAY (007308)	0.68
SECTOR DETROIT (007424)	1.68
SECTOR GUAM (007408)	N/A
SECTOR HAMPTON ROADS (007577)	1.79
SECTOR HONOLULU (007221)	1.31
SECTOR HOUSTON/GALVESTON (007744)	0.88
SECTOR JACKSONVILLE (007527)	1.51
SECTOR JUNEAU (008324)	1.21
SECTOR KEY WEST (007189)	N/A
SECTOR LA/LB (007326)	1.51
SECTOR LAKE MICHIGAN (007845)	1.59
SECTOR LONG ISLAND SOUND (007157)	1.87
SECTOR LOWER MISSISSIPPI (007543)	N/A
SECTOR MIAMI (007173)	1.88
SECTOR MOBILE (007358)	2.35
SECTOR NEW ORLEANS (007712)	2.07
SECTOR NEW YORK (007275)	1.91
SECTOR NORTH CAROLINA (007623)	1.68
SECTOR NORTHERN NEW ENGLAND (007468)	1.87
SECTOR OHIO VALLEY (007728)	1.95
SECTOR PORTLAND (007342)	0.95
SECTOR SAN DIEGO (007205)	1.25
SECTOR SAN FRANCISCO (007560)	1.89
SECTOR SAN JUAN (007374)	1.51
SECTOR SAULT STE MARIE (007440)	1.3

MSD/MSU	FTE
MSD AMERICAN SAMOA (004243)	N/A
MSD BELFAST (004320)	N/A
MSD BROWNSVILLE (004160)	N/A
MSD CAPE COD (008374)	N/A
MSD CINCINNATI (007762)	N/A
MSD CORAM (007674)	N/A
MSD DAVENPORT (004465)	N/A
MSD GRAND HAVEN (002204)	N/A
MSD HUMBOLDT BAY (004637)	0.65
MSD KENAI (003877)	0.65
MSD KETCHIKAN (003879)	0.65
MSD KODIAK (004515)	0.65
MSD LAKE WORTH (007777)	N/A
MSD LEWES, DE (007918)	N/A
MSD MARATHON (004449)	N/A
MSD MASSENA (004242)	0.65
MSD NASHVILLE (007763)	N/A
MSD NEW BEDFORD (008373)	N/A
MSD PEORIA (005041)	N/A
MSD PORTSMOUTH (004321)	N/A
MSD SAIPAN (002215)	N/A
MSD SANTA BARBARA (004107)	0.65
MSD SITKA (004620)	0.65
MSD ST PAUL (004466)	N/A
MSD ST THOMAS (000277)	N/A
MSD STURGEON BAY (007866)	0.65
MSD UNALASKA (004463)	0.65
MSD VICKSBURG (008988)	N/A
VSL INSP DET FT MYERS (004897)	N/A
CG MSU GALVESTON (000234)	N/A
CG MSU VALDEZ (000106)	0.65

Figure 13 continued

SECTOR/SFO/GRU-AIRSTA	FTE
SECTOR SEATTLE (007091)	0.87
SECTOR UPPER MISSISSIPPI (008085)	1.13
SFO GRAND HAVEN (007864)	N/A
SFO MORICHES (007648)	N/A
SFO SOUTHWEST HARBOR	N/A
SFO ATLANTIC CITY	N/A
SFO EASTERN SHORE	1.02
SFO CAPE HATTERAS	N/A
SFO GALVESTON	1.67
GRU/AIR STA ASTORIA	N/A
GRU/AIR STA NORTH BEND	N/A
GRU/AIR STA PORT ANGELES	N/A
GRU/AIR STA HUMBOLDT BAY	N/A

MSD/MSU	FTE
MSU CHICAGO (007865)	0.66
MSU DULUTH (007641)	0.66
MSU HOUMA (006271)	N/A
MSU HUNTINGTON (007767)	N/A
MSU LAKE CHARLES (006272)	N/A
MSU MORGAN CITY (007780)	N/A
MSU PADUCAH (007766)	N/A
MSU PITTSBURGH (007764)	N/A
MSU PORT ARTHUR (000543)	N/A
MSU SAVANNAH (007644)	N/A
MSU TOLEDO (007643)	0.66

The remaining Sectors that do not have a full-time Safety Manager should have a person identified as a Safety Manager collateral-duty. CG-113 keeps a list of the current SSMs and relays safety information and resources available to the field as often as practicable, and highly suggests that Sectors consider establishing a full-time Sector Safety Manager position. Safety management information is posted on our Portal collaboration page under Safety Management and on our website; www.uscg.mil/safety.

Ground Safety Officers

During FY2010, CG-1132 reached out to and contacted all Ground Safety Officers (GSO). While officially working within an AIRSTA, the functionality of a GSO differs greatly from that of a Flight Safety Officer (FSO) and aligns more with the duties of a Sector Safety Managers. CG-1132 offered resources such as atmospheric testing equipment and training opportunities to the GSO communities that were warmly received. CG-1132 will continue to build relations with the GSO community and share knowledge and resources and thereby interconnecting GSOs with SSM communities.

Coast Guard Civilians

Coast Guard civilian injuries and illnesses are tracked and analyzed through CG-1132. Annually a safety and injury report is submitted to the Occupational Health and Safety Administration (OSHA). Data for the report comes from a variety of sources: Department of Transportation's (DOT) Workers' Compensation Information System (WCIS); Coast Guard Human Resources; and the Coast Guard electronic mishap database, e-Mishap. Some statistics are listed below:

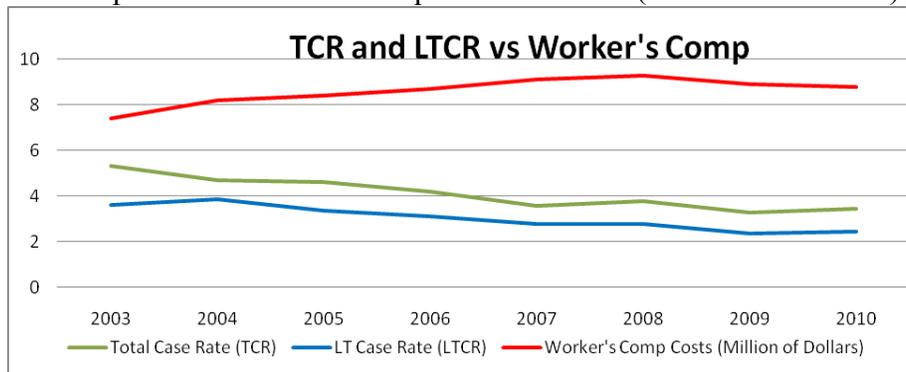
Figure 14
Civilian Injury and Illness Trends

	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
Total Chargeback	\$8,906,703	\$8,862,046	(\$44,657)

The number of total and lost time injury and illness cases as well as the case rates increased slightly from FY2009 to FY2010. Although there was an increase for FY2010, the Coast Guard overall has been maintaining a downward trend since the SHARE* base year of FY2003. The rate of 3.44 in FY2010 is a 35 percent reduction from the base rate in FY2003 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.⁵

Figures 15, 16 and 17 (below) display the total case rates, lost time and workman's compensation data for the Coast Guard civilian population.

Figure 15
Civilian Case Rates:
Total Case Rate (TCR) & Lost Time Case Rate (LTCR)
as compared to Workers' Compensation Costs (Millions of Dollars)



⁵ Although the SHARE program officially ended in FY2009 the Coast Guard will continue to reference its baseline of FY2003 until FY2011, when the POWER Initiative will take effect.

Figure 16

Civilian Mishap Case Rates versus SHARE Goals

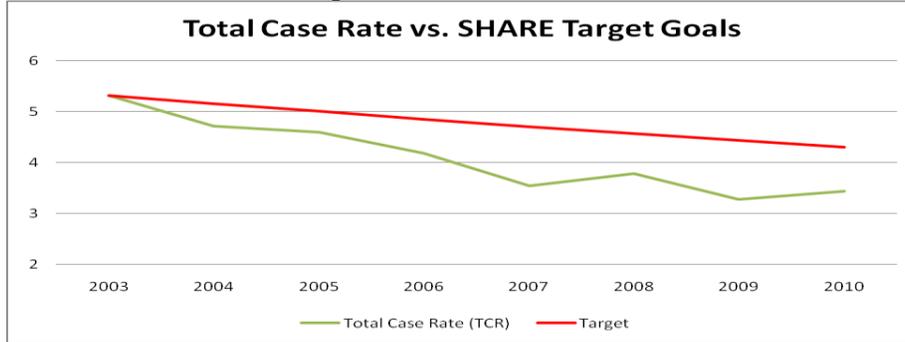
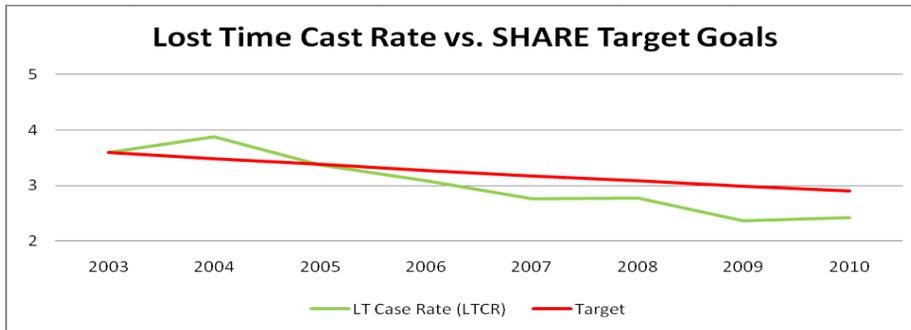


Figure 17

Civilian Lost Time Case Rates versus SHARE Goals



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.

Controlling Trends

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

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 more serious outcomes occur.

Training Opportunities

CG-1132 offers many “C” schools and advanced training opportunities. Below is a representative list of training classes offered at Training Centers Petaluma, Yorktown and other various locations. Please check with the Training Quota Center’s website for current schedules. (Note: not all training convenings are offered every year.)

Figure 18
Table of Safety “C” Training Courses

Course #	Course Name
500745	Aircraft Rescue & Firefighting Exportable
500602	Aircraft Rescue and Firefighting
502121	ATV Safe Rider Course
501047	Crash Firefighting
501152	Electrical Safe Work Practices
501453	Emergency Response- CBR TECH/SPEC
501539	Emergency Response- FR Awareness Refresher Exportable
501540	Emergency Response- FR Operations
501541	Emergency Response- FR Operations Refresher Exportable
501542	Emergency Response- Incident Command
501543	Emergency Response- Incident Command Refresher
501153	Emergency Response- Radiological
501451	Emergency Response- TECH/SPEC
501156	Emergency Response- Train the Trainer
501535	Emergency Response TTT Refresher
501537	Emergency Response-CBR TECH/SPEC Refresher
501538	Emergency Response-FR Awareness

501536	Emergency Response TECH/SPEC Refresher
501452	Field Management of CBR
500705	Fire Chiefs Workshop
501341	Fire Inspector I
501342	Fire Inspector II
502063	Fire Inspector III
501957	Fire Officer II
502060	Fire Officer I
502067	Fire Officer III
502068	Fire Officer IV
500093	Fire Prevention & Life Safety
501043	Fire Protection Apprentice
501044	Fire Rescue Technician
500094	Forklifts & Weight Handling Equipment
502072	Hazardous Materials Technician
501046	HAZMAT Train the Trainer (fire)
502001	Motorcycle Advanced Rider Course
502352	Motorcycle Rider-Coach Course
501831	Motorcycle Basic Rider Course
500087	OSHA Other Federal Agencies
400340	Safety Manager
501746	Shipboard Pest Management
500799	Shipyard Competent Person
500096	Shore Confined Space Entry & Rescue
500813	Unit Safety Coordinator
340990	Unit Safety Coordinator – Exportable

Outlook

Self-Evaluations

The Coast Guard regional safety and health programs conduct periodical field level program evaluations. Regional level evaluations cover the wide array of Coast Guard safety and health policies, programs, practices, procedures, and worksite conditions. There are approximately 800 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 electronic "Unit Self Assessment Tool" (USAT) that is now fully functional. USAT is an online self inspection tool which can be customized to specific unit needs, allowing units to document self-inspections and track any deficiencies to their completion. Additionally, the assessment tool automatically tracks identified hazards until abatement or control measures have been taken.

Sector Operational Safety Managers

CG-1132 will continue to advocate and petition for sectors to have full-time Operational Safety Managers. Realization of mishap impacts, including reduced operational readiness and high human and property costs, forges the way for active safety management. The Coast Guard cannot afford to operate with these reoccurring mishap costs especially as a fair percentage of them have been deemed preventative.

Confined Space Safety – Web based training

With the completion of the Coast Guard-wide analysis on the Confined Space Safety Program, CG-113 is developing a Web Based Training module on confined space safety awareness and orientation. This is an entry-level training course targeted at new Coast Guard members and members that have never received confined space safety training previously. Estimated completion is summer FY2011.

Private Motor Vehicle Safety

Motor Vehicle and Motorcycle Safety remains a major effort for the Coast Guard in FY2011. The results of the mishap analyses continue to provide program direction in conjunction with input from Coast Guard working groups. Likewise the efficacy of the motorcycle safety training program will be evaluated.

Summary

The movement towards a more data-driven, results-based safety and health program continues. Complex data analysis will be preformed to create assumptions and correlate trends to real-time operations. The Safety and Environmental Health Program will continue to develop internal requirements for a Risk Management Information System.

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

CONTACT INFORMATION

Your comments on this report including recommended content, as well as any suggestions concerning the safety of shore operations will always be greatly appreciated. Please feel free to call or e-mail us with any comments, questions or concerns.

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... formerly MAINTENANCE & LOGISTICS COMMANDS (KSE)

SAFETY POC's

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Safety Section Chief – Mr. John Kummers (757) 628-4423
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HSWL Field Offices
Chief – Vacant
Environmental/Industrial Hygiene Section Chief – LCDR Sarah Unthank (510) 637-1243
Safety Section Chief – Mr. Duke Pettigrew (510) 637-1248
<http://cgweb.mlcpac.uscg.mil/mlcpackse/>

Other Helpful Information:

Office of Safety and Environmental Health:
<http://www.uscg.mil/safety>

Division of Shore Safety
<http://www.uscg.mil/safety/cg1132>

Motor Vehicle Safety
<http://www.uscg.mil/hq/cg1/cg113/cg1132/motorvehiclesafety.asp>

TRIPS
<https://trips.safety.army.mil/cg>