

FY-2009 Annual Shore & Sector Operational Safety Report



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



HUMAN RESOURCES

**HEALTH, SAFETY
& WORK-LIFE**

CG-11

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Purpose

This report contains summaries and analyses based upon reported Fiscal Year 2009 (FY09) mishaps; where applicable, this data is compared to historical trends. The report covers all **Shore-Based Operations as well as Sector Operations Ashore**, such as the traditional Marine Safety type duties. 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 FY09 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 the more 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 are already occurring regularly. 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 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	Description
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 \$1,000,000 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 \$200,000 or more, but less than \$1,000,000. 3. Three or more personnel are inpatient hospitalized. 4. Coast Guard small boats incur repairable damage of \$50,000 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 \$20,000 or more, but less than \$200,000. 3. Coast Guard small boats incur repairable damage of \$20,000 or more, but less than \$50,000. 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.
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 \$1,000 or more but less than \$20,000. 3. The cost of property damage for aviation mishaps is less than \$20,000. 4. An accidental firearm discharge, electrical shock, or fire occurs that does not meet the criteria of a higher classification. 5. A near midair collision (NMAC) occurs. Report as a Flight-Related Class D mishap. See section 3.F.4.a and Chapter 2 of this Manual for additional NMAC reporting requirements. 6. There is a Near Miss/High Potential (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 D mishaps, even though they result in MINIMAL or NO DAMAGE OR PERSONNEL INJURY.

Summary of Major Initiatives & Accomplishments

Efforts taken to improve motor vehicle safety and seat belt usage

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 2009, 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 to over 3,500 military and civilian members, including dependents. For the Coast Guard's overwhelming participation in the NSC program, NSC awarded its "Trend Setter" award to the Coast Guard for its commitment to the practice of safety training. In addition, a video lending library containing materials addressing a myriad of motor vehicle safety issues was made available to all Coast Guard units.

Motorcycle Training Program

This year the Coast Guard funded 40 motorcycle Basic Rider Courses training 770 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. More information can be found on the COMDT (CG 1132) website: www.uscg.mil/safety

"Don't Let Your Guard Down" Campaign

The original "Don't Let Your Guard Down" 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 2009. During FY 2009, units reported 147 off-duty motor vehicle mishaps, representing a 17 percent reduction in the total number of reported mishaps over FY 2008 and the lowest number off-duty motor vehicle mishaps since FY 2003. For the first time in 10 years the Coast Guard did not lose a single shipmate to a four-wheel vehicle fatality. The Coast Guard also experienced a 25 percent decline in 2-wheel fatalities. These accomplishments were obtained through active leadership at all organizational levels that focused on awareness, training, and responsibility. The "Don't Let Your Guard Down" campaign will continue for another three years with the same overarching goal of a 25 percent reduction in motor vehicle mishaps.

Sector Safety - Front End Analysis

The Coast Guard has undergone initial studies and research to support additional full-time operational safety positions within all Coast Guard Sectors, equaling approximately 35 new positions. These new positions would greatly enhance the safety of field-level operational and tactical operations Coast Guard wide. Coast Guard Sectors must systematically integrate 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. In other words, the overall management of safety functions and activities becomes an integral part of defining "mission accomplishment." These positions will be focused on work processes using a systems safety approach. This involves analysis of the interaction of people, infrastructure and policy on

operations and mission execution. These additional safety professional will greatly enhance the effort to reduce operational mishaps.

Confined Spaces - Front End Analysis

The Coast Guard has commenced research and front end analysis to support additional training and education throughout the Coast Guard. This study will offer insight to all of our missions and ensure safe operations in or around Confined Spaces.

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 through 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.

Civilian Workers

Tracking mishaps for the civilian workforce:

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 the total percent of cases in FY 2009 (21.3% of all injuries) increasing from 20.1% in FY 2008. The number of “Back-sprain” injuries decreased from 16.6% in FY 2008 to 10.9% in FY 2009. Accordingly, the costs associated with “Non-back sprains” accounted for the largest single-category percent of total costs for all injuries equaling \$106,383 (29.3% of total costs) increasing from 17.9% in FY 2008, while the cost for “Back-sprains” decreased by 12.2% of total costs to \$28,788. The aging workforce conducting 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.

Figure 1
Overview of case rates – Civilian Workforce

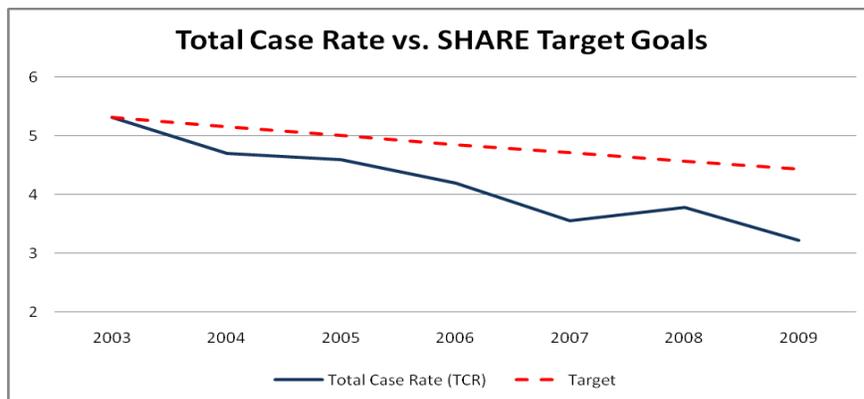
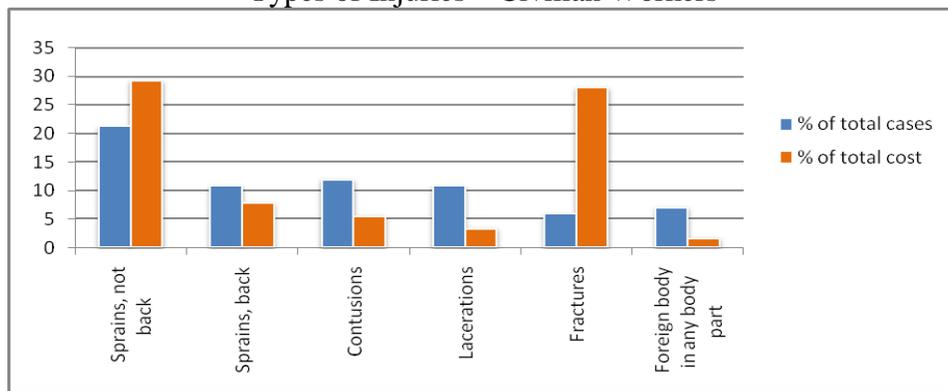


Figure 2
Overview of Civilian Workforce’s Mishap Cases



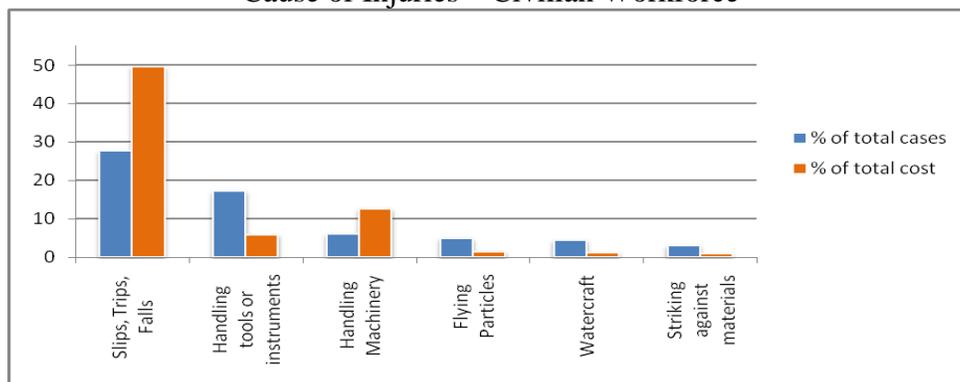
The combined-category of “Contusions, Lacerations and Fractures” accounted for almost 30% of all *types* of injuries in FY 2009. “Contusions,” within this group of injuries, had the highest increase in percent of total cases, moving from 6.8% in FY 2008 to 12.1% in FY 2009. The injury type contributing to the largest increase of overall costs was “Fractures.” The total number of “Fractures” increased slightly from FY 2008 to FY 2009 (5.1% and 6.0% of total number of cases, respectively), but the FY 2009 costs of \$101,802 accounted for 28.1% of the overall injury costs, second only behind “Non-back sprains.” “Traumatic Injury-Unclassified” had the greatest reduction of occurrence between FY 2008 and FY 2009 of 5.8%. We attribute these injuries to the many younger workers at Coast Guard industrial facilities, such as those involved in student training and apprenticeship programs are more likely to experience fractures and lacerations. Senior workers, although perhaps more vulnerable to ergonomic physical stressors, have learned to avoid physical impact related injuries.

Figure 3
Types of Injuries—Civilian Workers



The combined-category of “Slips, Trips and Falls” attributed to the leading *cause* of injury (27.7%) **and** accounted for the largest combined-category total cost of injury at \$210,648 (58%). While the total percent of the number of these types of cases decreased 23% from FY 2008, the cost increased 54% (from \$136,784 in FY 2008 to \$210,648 in FY 2009).

Figure 4
Cause of Injuries – Civilian Workforce



The combined-category of “Handling Tools / Instruments / Machinery” represented the second leading *cause* of injury (23.2%, up from 19% in FY 2008) and the second largest *cost* of \$66,963 (18.6%) in FY 2009 (up 52% from \$44,058 in FY 2009).

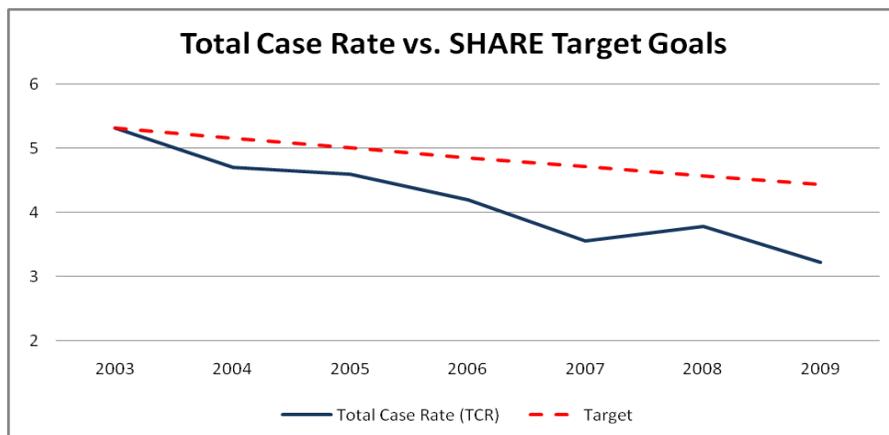
The numerous policies, programs and initiatives in place throughout the Coast Guard to control negative trends appear to be positively reducing injury and illness trends. Corresponding to the downward trend in injuries and illness is a leveling and slight downward trend in workers’ compensation costs.

Review of OSHA programs, including civilian personnel mishaps:

Safety, Health, and Return-to-Employment (SHARE) Initiative — the Coast Guard has exceeded three of four OSHA-SHARE Initiative target goals for FY 2009: Total Case Rate (TCR), Lost Time Case Rate (LTCR), and Lost Production Days (LPD). The Coast Guard has met and exceeded its SHARE goals for TCR since its baseline in FY 2003 and has met or exceeded SHARE goals for LTCR since FY 2005. Additionally Lost Production Days (LPD) SHARE goals have also been exceeded since its new FY 2006 baseline. The Coast Guard continues to lead the way in mishap rate reduction.

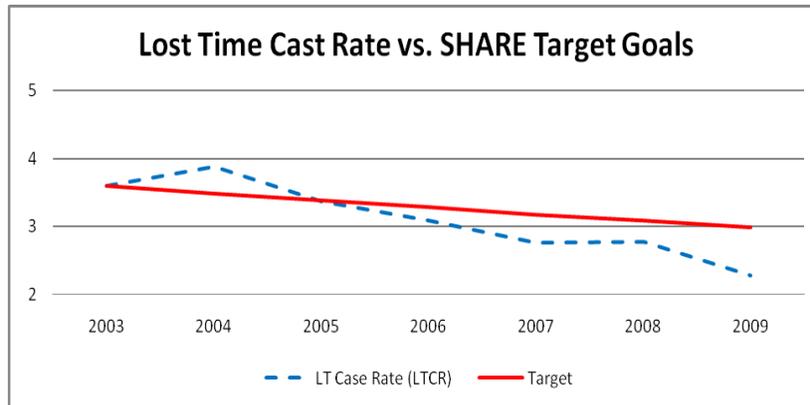
1. *Reduce total injury and illness case rates by 3% per year.*

The Coast Guard’s civilian injury and illness case rates have steadily decreased below its SHARE goal since our 2003 baseline.



2. *Reduce lost time injury and illness case rates by 3% per year.*

The Coast Guard lost time case rate (LTCR) had a slight increase in 2004 but has been decreasing since for a 2009 result below our SHARE goals.



3. *Increase the timely filing of injury and illness claims by 5% per year.*

This goal was not met in FY 2009. This reporting requirement is under the HR program and not CG Safety.

FY09 Target	FY09 Actual	Met Goal	FY 09 DHS Target
94.7	78	NO	60

4. *Reduce the rate of lost production days due to injury and illness by 1% per year.*

The Coast Guard has met and exceeded this rate.

FY09 Target	FY09 Actual	Met Goal	FY 09 DHS Target
76.3	60.2	YES	166.2

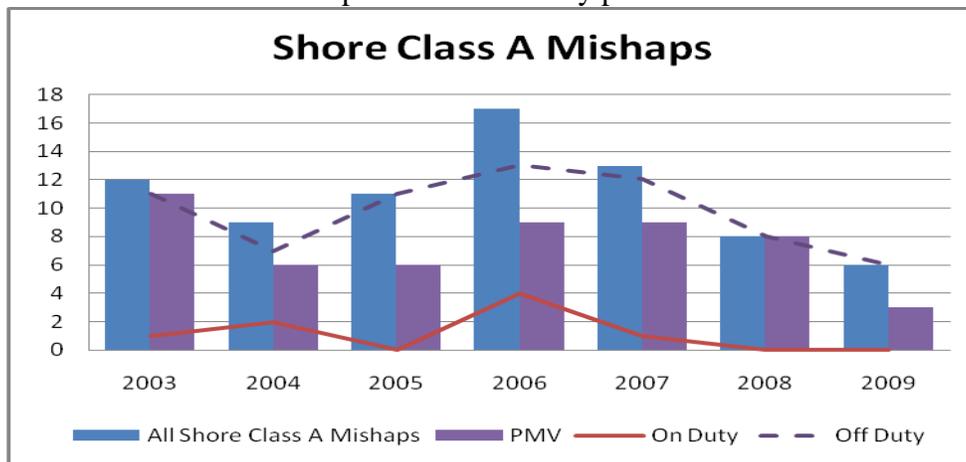
Motor Vehicle Safety

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

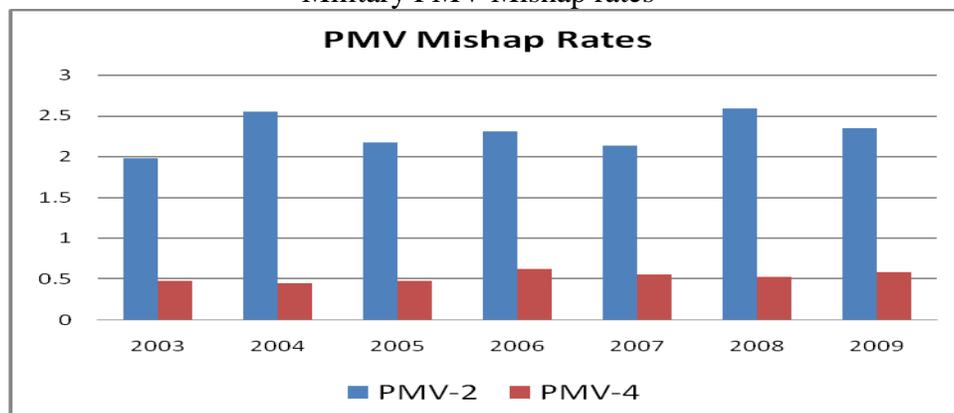
Mishap Rates for Military personnel



PMVs are major factors in Class A mishaps. Fortunately in FY08 and FY09 we have experienced a total decline of PMV mishaps and corresponding fatalities (Figure 5).

Figure 6

Military PMV Mishap rates ¹



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 (Figure 6).

¹ For Figure 6: Rates were normalized by population and assume 100% PMV-4 and 10% PMV-2 ridership.

Figure 7
Lost Work Days due to PMV Mishaps

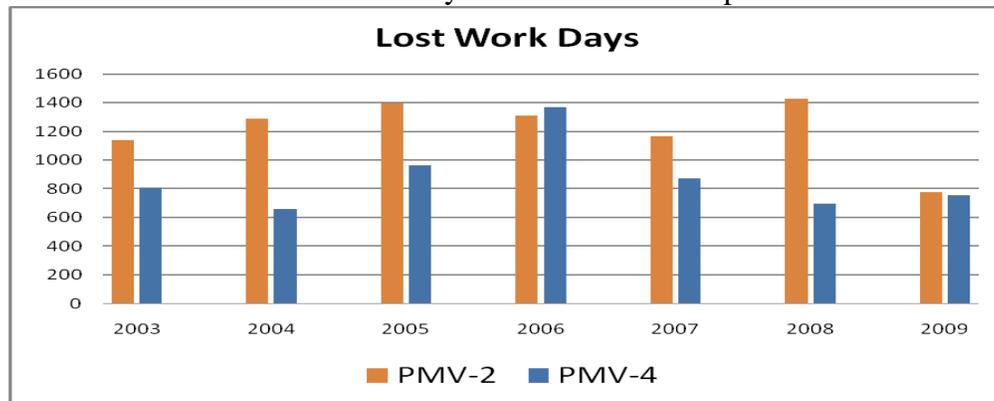


Figure 7 graphs show there are more days that were lost for PMV-2 mishaps than PMV-4 mishaps.

Figures 8 and 9 show the days hospitalized and days lost due to all mishaps vs. PMV mishaps. PMV mishaps are 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 2003.

Figure 8
Days Hospitalized PMV vs. Total Mishaps

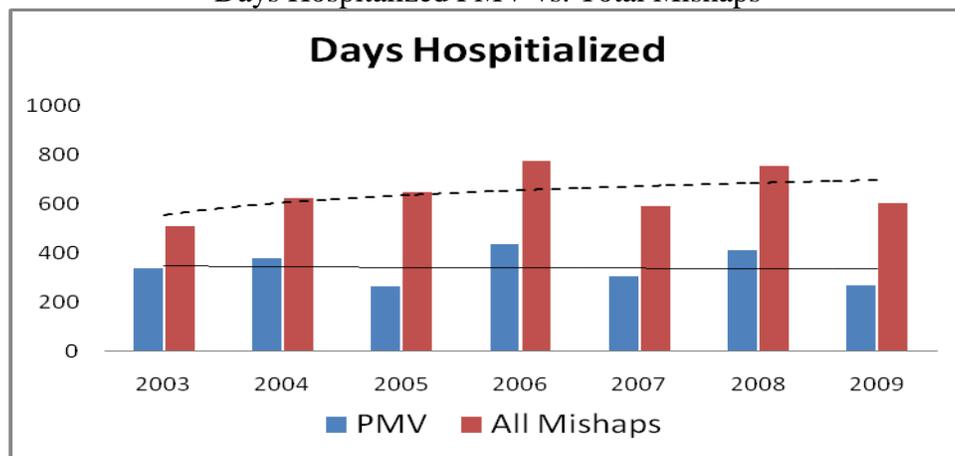
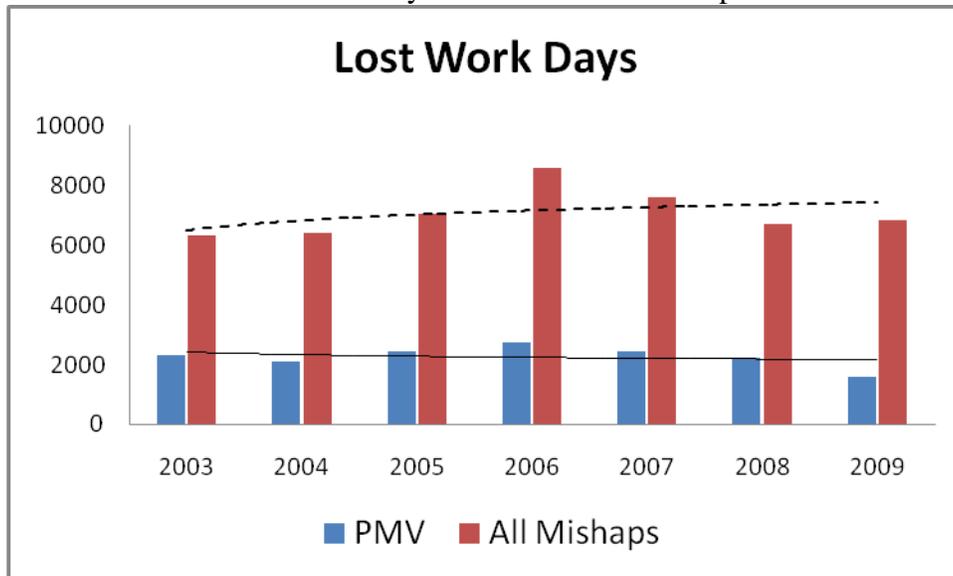


Figure 9
Lost Work Days PMV vs. Total Mishaps



Seat Belt Usage by Employees:

As directed by Executive Order 13043 and Coast Guard Commandant Instruction (COMDTINST) M5100.47, Chapter 10, the USCG 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, 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 2009 survey totaled 95.6%, slightly down from up from FY 2008’s total of 96.7%. FY 2009 survey also found 95.6% of child passengers properly secured down from FY 2008 total of 100% rate. The FY 2009 surpasses the national average of 84% but falls short of the 100% goal set by the Commandant. The survey did not discern whether the seat belt user was a civilian, contractor, military Coast Guard employee or dependent. This decline of seatbelt use, especially when entering a Coast Guard base, should be of great concern to our base commanders.

Efforts to Improve Motor Vehicle Safety (in addition to those noted previously):

Training The U.S Coast Guard has implemented an On-Line Defensive Driving Course (DDC) developed by the National Safety Council (NSC). Government Accounting Services partnered with NSC to provide training to all USCG commands that operate GSA contract vehicles. The training has been offered at no cost to all commands to aid in reducing the cost of damage to

government motor vehicles, and in FY 2009, 9,000 employees completed the training.

The Coast Guard continued to promote the National Driver Safety Campaigns and provided unit level training courses. In FY 2009, Coast Guard field 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 to over 600 military and civilian members, including dependents. Additionally, a video lending library containing materials addressing a myriad of motor vehicle safety issues was made available to all Coast Guard units.

“Click it or Ticket” & other ALCOASTS The Coast Guard Headquarters Office of Safety and Environmental Health published its FY 2009 ALCOAST Seat Belt Survey message (433/09) 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. Another ALCOAST was released prohibiting texting while driving government vehicles or while on duty. These ALCOASTs are one example of command leadership expressing its concern for personnel safety and responsibility.

COMDT (CG 1132) published a Motor Vehicle Safety message and a Holiday Traffic Safety message providing statistics and precautionary tips for driving during these “higher risk” driving periods and holiday seasons.

Mishap Data The Coast Guard continued to collect motor vehicle mishap data in the e-Mishap database based on National Highway Transportation Safety Administration (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) and inclusion of specific actions available to Commanding Officers to deal with unsafe drivers.

Mishap Investigations In summer 2007, the Coast Guard commenced 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. This effort continued throughout FY 2009. 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.

Travel Risk Planning System (TRiPS) During FY 2007, the Coast Guard launched the U.S. Army's on-line risk assessment trip planning program, the Army Safety Management Information System (ASMIS) and continued to support this initiative in FY 2009 ensuring that the commands were aware of the on-line tool and encouraging its use. 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 (350 mile or more) during leave, liberty or PCS. The assessment tool is also available to civilian employees.

Shore & Sector Operations Ashore (including Sector sub-units)

Although there were no operationally related deaths or permanent disability mishaps, there are numerous Class C's and D's. FY 2009 saw a slight decrease in total mishaps from FY 2008 but still experienced more of 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 10 summarizes Total/On-duty/Off-duty and PMV statistics from 2003-2009.

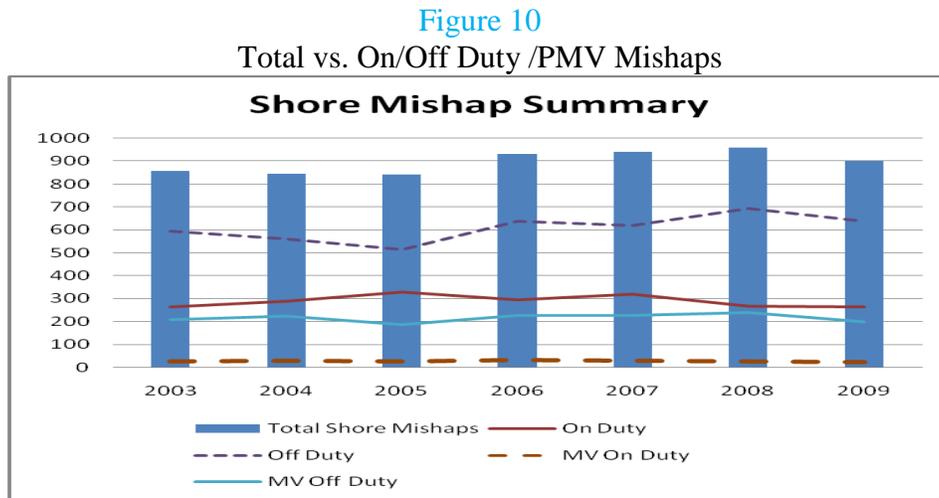


Figure 11 displays population data compared to recorded mishaps. Age, rank and mishaps correlate; therefore a conclusion about the junior population and risk factors can be drawn. Commands should pay special attention to stress the need for safety reinforcement within younger populations.

Figure 11
Population data vs. Mishaps

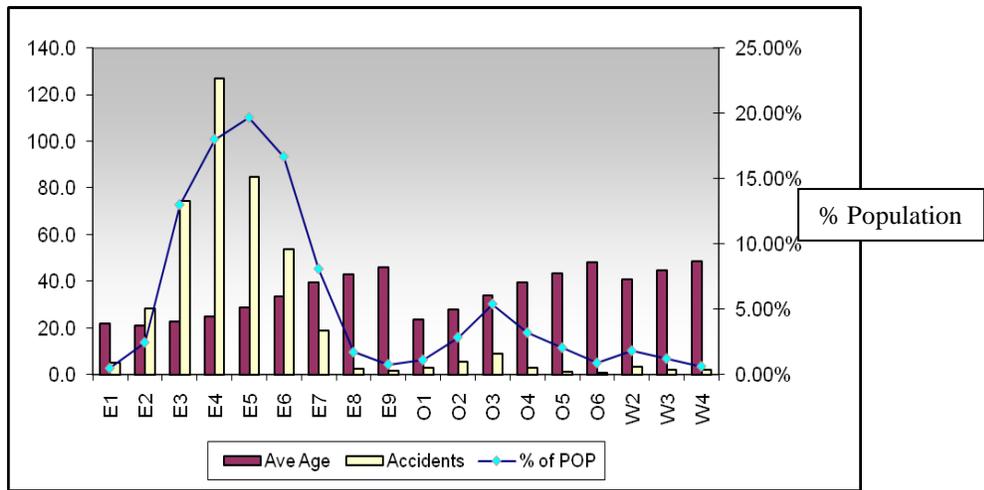


Figure 12
CG Total On/Off Duty Mishaps

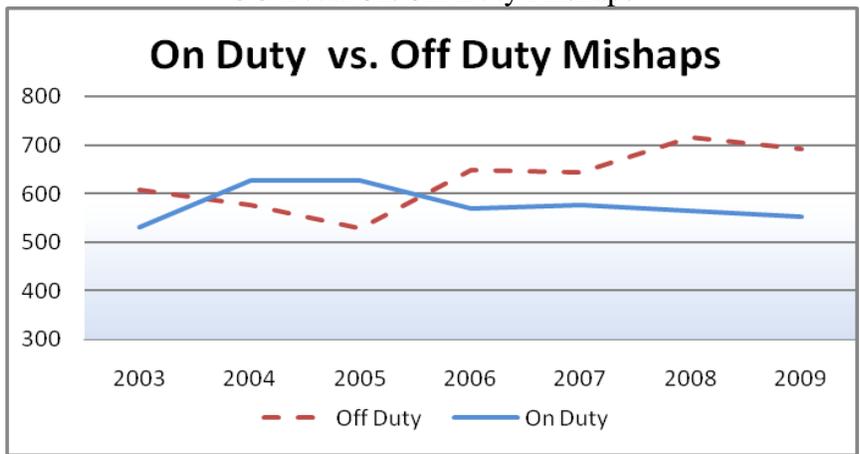


Figure 12 illustrates Total CG (Aviation, Afloat and Ashore) on-duty vs. off-duty mishaps. The CG has been experiencing more off-duty mishaps since 2006 and is expected to trend the same for 2010. This can be excellent opportunity to partner with MWR to evaluate and establish policy, procedures, training and recreational safety awareness.

Figure 13

Total Shore lost days vs. Off-duty

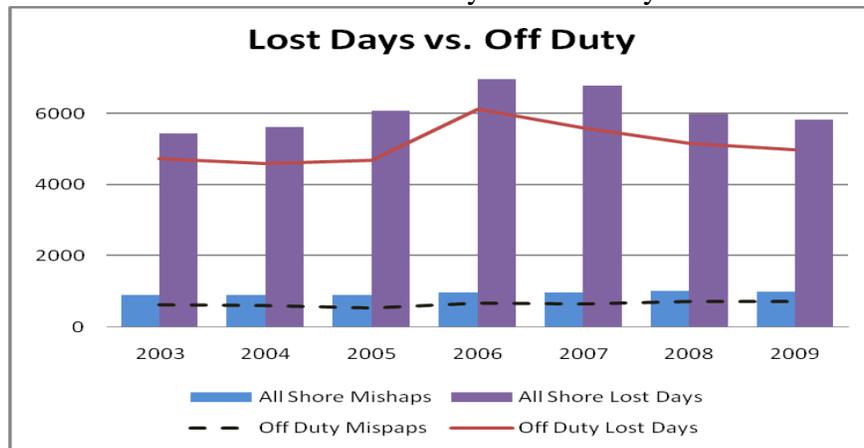


Figure 13 notes the large percentage of Shore lost days that are Off-duty vs. Total lost days.

Figure 14

Total Shore Mishaps On vs. Off-duty

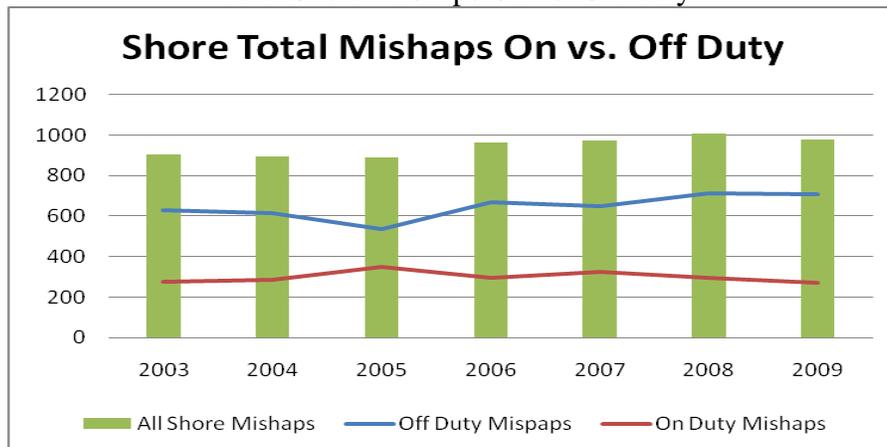


Figure 14 is also indicative of Figure 13; off-duty mishaps accounts for over 90% of the total shore-related mishaps.

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.

While not currently addressed, formally, (other than PMV) recreational safety is of top concern and is targeted to be reviewed/studied.

Training Opportunities

Shore Safety, COMDT (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.)

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 1
501342	Fire Inspector 2
502063	Fire Inspector III
501957	Fire Officer #2

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
501831	Motorcycle Basic Rider Course
500087	OSHA Other Federal Agencies
400340	Safety Manager
501746	Shipboard Pest Management
500799	Shipyards 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 program evaluations at the field level on a periodic 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 was fully functional for FY2009. USAT is an online tool self inspection tool, which can be customized to specific unit needs, allowing units to document self-inspections and track any deficiencies to completion. Additionally, the assessment tool automatically tracks identified hazards until abatement or control measures have been taken.

New Safety Positions

The Coast Guard has undergone initial studies and research to support additional full-time operational safety positions within all Coast Guard Sectors, equaling approximately 35 new positions. These new positions would greatly enhance the safety of field-level operational and tactical operations Coast Guard wide. Coast Guard Sectors must systematically integrate 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. In other words, the overall management of safety functions and activities becomes an integral part of defining “mission accomplishment.” These positions will be focused on work processes using a systems safety approach. This involves analysis of the interaction of people, infrastructure and policy on operations and mission execution. These additional safety professionals will greatly enhance the effort to reduce operational mishaps.

Confined Space Safety Study

The Coast Guard started a service wide Front-End Analysis in 2008 on Confined Space Safety procedures, training and operations. This analysis is the first step to developing better training, policies and procedures for personnel who work in or around confined spaces. This analysis will be finalized FY 2010 and implemented in subsequent years.

Private Motor Vehicle Safety

Motor Vehicle and Motorcycle Safety will remain a major effort for the Coast Guard in FY 2010. 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.

Summary

The movement towards a more data-driven, results-based safety and health program continues in FY 2010. Complex data analysis will be performed to create assumption and correlate trends to our 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 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 our ultimate goal of preventing future mishaps.

CONTACT INFO

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

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Health, Safety and Work Life-Service Center (HSWL-SC) ...formerly MAINTENANCE & LOGISTICS COMMANDS

SAFETY POC's

HSWL-SC
Chief - Mr. Vincent Andreone (757) 628-4392
<http://cgweb.lant.uscg.mil/kdiv/kseHomePage.htm>

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Chief – CDR Jeff Church (510) 637-1151
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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/safety/cg1132/motorvehiclesafety>