



ABS Mariner Safety Research Initiative Project



September 2018

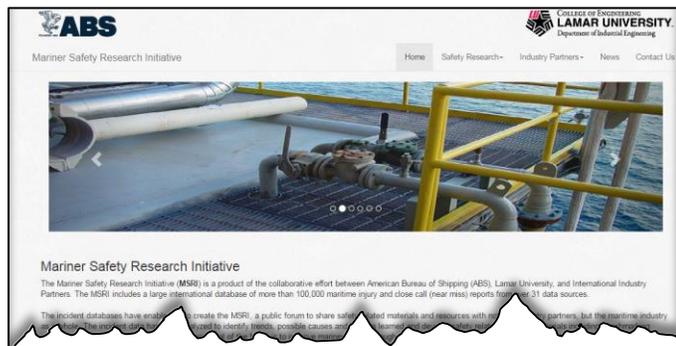
Mariner Safety Research Initiative (MSRI)

1) Aims and Objectives of the Project

The ABS Mariner Safety Research Initiative MSRI (a.k.a. the Mariner Personal Safety (MPS) project) is a collaborative effort to create a large international database and online repository of maritime injury and close call (near miss) reports. The information is being analyzed to identify and share trends, corrective actions, lessons learned and to develop benchmarking statistics. MSRI has collected more than 140,000 injury and close call records from 31 data sources.

ABS is collaborating with Lamar University (Beaumont, Texas) and maritime industry partners around the world on this project to share data and put the data into a usable context for owners and operators. Industry partners have confidentiality agreements in place with ABS and Lamar. The data is sanitized to protect privacy and hosted on a secure server. The MSRI's database is called Nereus (the first sea god); MSRI documents are adorned with his symbol along with the slogan "Always Be Safe".

The newest addition to MSRI is the ability for the public to access and download safety related material from the recently updated [MSRI website](#). Allowing public access will hopefully generate opportunities for collaboration around the globe with maritime industry groups, academies, owners, operators and others within shipping and offshore industries.



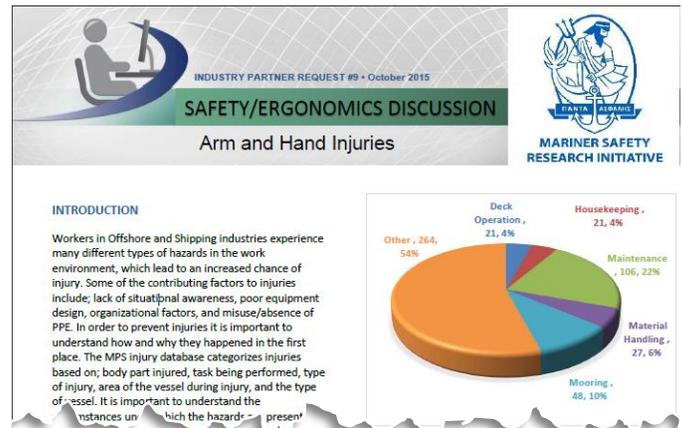
2) Benefits of the Approach

MSRI supports ABS as the leading class society when it comes to understanding and designing for the human element in all aspects of the maritime industry. Industry and university involvement with MSRI allows the Human Factors, Safety & Risk Assessment Group to target the specific needs that should be addressed to achieve a better understanding of human factors, ergonomics, the contribution of human decisions and behaviors to accidents and incidents, and different means to improve safety.

Industry partners have used the analyses to:

- Help direct safety auditing efforts
- Guide vessel design change efforts
- Identify additional shipboard hazards (space specific)
- Identify additional hazards related to crew activities
- Assist safety interventions and resource allocation
- Input to safety (metrics) – benchmarking
- Augment existing Tool Box Talks and other safety related education for the crew
- Support continual improvement of shipboard safety and related safety management systems

In addition to the different analyses, industry partners have access to the thousands of records contained in the databases. Each industry partner will have access to the close call and/or injury records depending on the type data shared with the MSRI. Industry partners may request any sort of analyses or keyword search and it will be generated by the MSRI. Industry partners also have





the ability to do their own searches and analyses based on their unique needs.

3) Mariner Safety Document Public Portal

The goal of MRSI is to create a means to provide actionable information for owners and operators. As the data is analyzed, supportive documentation is being developed and shared with the public and industry partners. Some of the documents that are available on the Mariner Safety Document Portal include:

- Toolbox talks
- Safety spotlights
- Ergonomic and safety discussion papers
- Lessons learned and corrective actions
- Trending
- Benchmarking

Example of Corrective Action Generated

The document is titled "CORRECTIVE ACTIONS Accommodation Ladder and Stair Hazards" and is dated "Issue# 15 - October 2015". It is divided into two main sections: "ACCOMMODATION LADDER CORRECTIVE ACTIONS" and "STAIR HAZARDS CORRECTIVE ACTIONS".

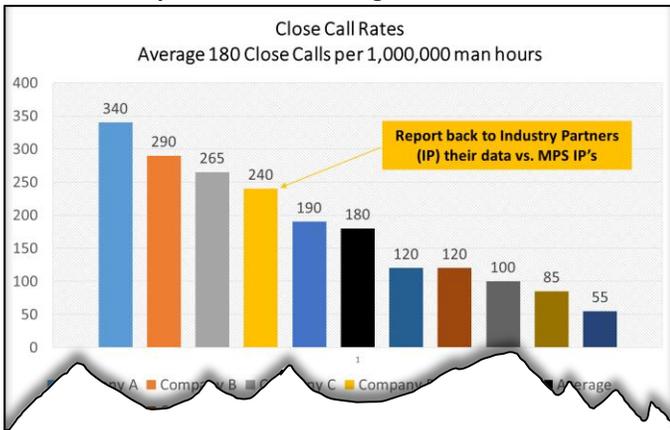
ACCOMMODATION LADDER CORRECTIVE ACTIONS: A properly rigged accommodation ladder is important for embarking and disembarking vessels. Accommodation ladders can be hazardous if improperly secured, inadequately maintained, or if there is not proper communication or situational awareness during rigging.

STAIR HAZARDS CORRECTIVE ACTIONS: Stair hazards frequently lead to near miss and injury incidents reported in the Mariner Safety Research Center Database. Corrective Actions concerning stair incidents are discussed in this paper. Hazards from stairs include, wet/slippery stairs, items left on stairs, carelessness and rushing from crew members, no markings or nonslip tread provided, and many more.

Both sections include a sub-section for "Near Misses and Corrective Actions" with a table below. The table has columns for "Near Miss Hazards" and "Corrective Actions".

Near Miss Hazards	Corrective Actions
Ladder damage	improvement
Stair Hazards	improvement

Example of Benchmarking Table Generated



4) How to become an Industry Partner

Anyone can become an industry partner with MSRI. Partners have the option of sharing near miss/close call data, injury data or both. Whichever information partners choose to share with MSRI gains them access to the respective databases and the Mariner Safety Document Center. The data sent to MSRI must meet the following criteria:

- Data must be in electronic format
- Man hours should be included in order to normalize the data for benchmarking purposes
- Excel is the preferred format, but CSV files are acceptable.

A tiered membership program, based on fleet size, has been created to accommodate a wide range of potential partners. The membership fee is per year.

For fleet sizes:

- Less than 10 vessels - \$2,500 (USD)
- Less than 25 vessels - \$5,000 (USD)
- Greater than 25 vessels - \$10,000 (USD)

To become an industry partner please contact Kevin McSweeney or Brian Craig for more details.

5) Points of Contact

Dr. Kevin McSweeney (ABS)

+1-281-877-5965

kmcsweeney@eagle.org

Dr. Brian Craig (Lamar University)

+1-409-880-8804

brian.craig@lamar.edu

Please take a moment to view the public MSRI Website: <https://maritime.lamar.edu/>. This site contains examples of the various MSRI products. Industry partners get access to the complete inventory of MSRI resources.