

A large blue Maersk Peary ship is shown navigating through a field of ice floes. In the background, a snow-covered mountain rises under a clear blue sky. The ship's hull is marked with 'MAERSK PEARY' and a yellow star logo. A 'NO SMOKING' sign is visible on the ship's superstructure.

Marine Board of the National Academies

Near Miss Reporting Session

Sean Kline, Director, Marine Safety & Standards

MLL operates 56 vessels with 1,200 mariners at sea at any one time

U.S. Flag Transportation Services



U.S. Flag
Container Ships

24



U.S. Flag
RO/RO Ships

4

Maritime Technical Services



Army Watercraft*

36

Ship Management and Chartering



Ammunition Ships

2



Maritime Prepositioning
Force Ships*

7



Special Missions
Ships*

13



U.S. Flag
Multipurpose Ships

2



U.S. Flag Tankers

3

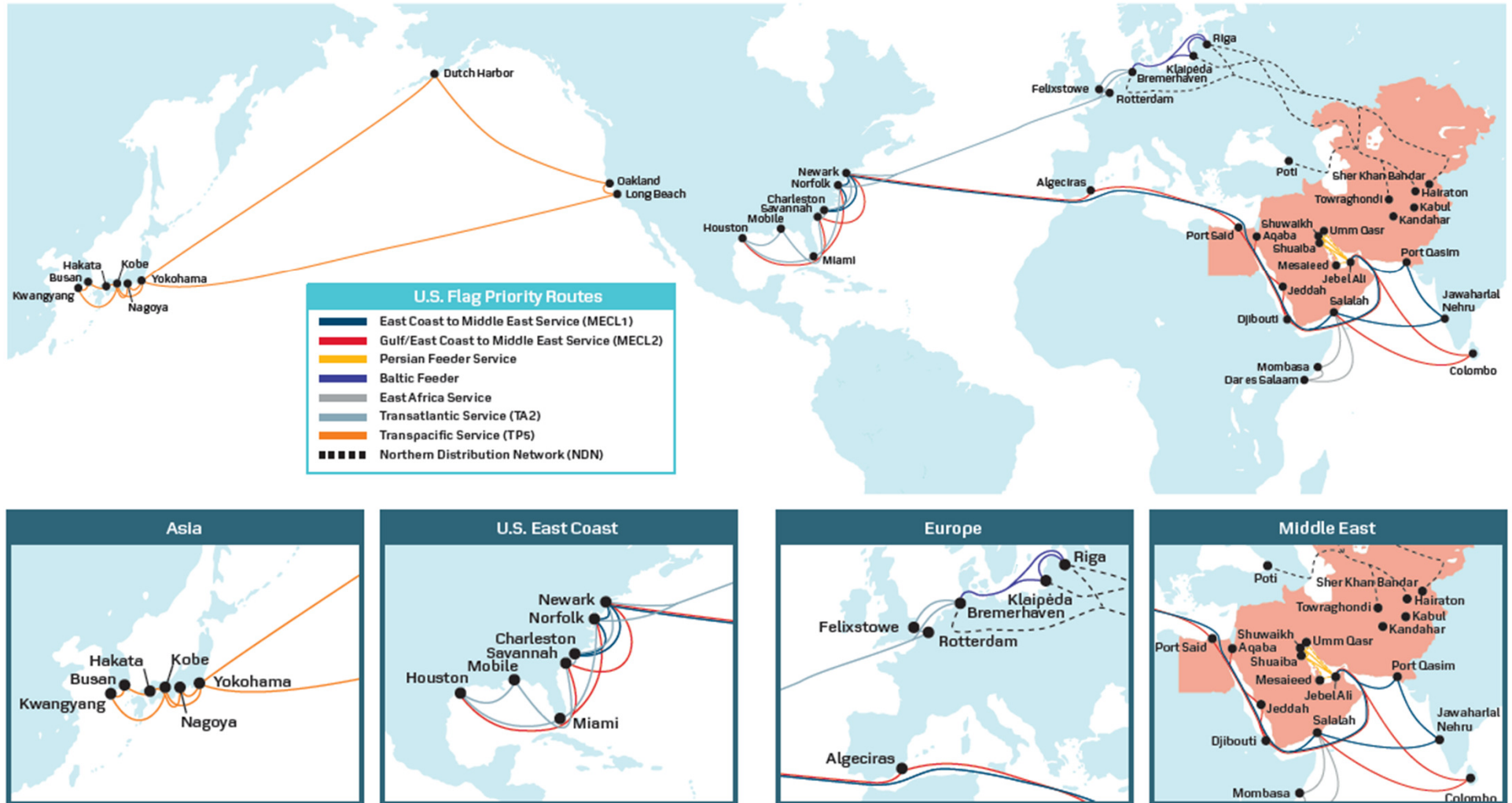


Tanker

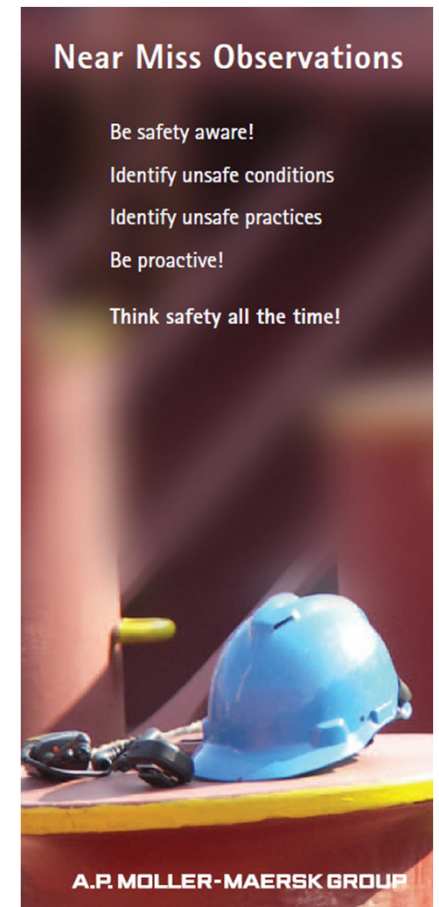
1

*Government-owned vessels

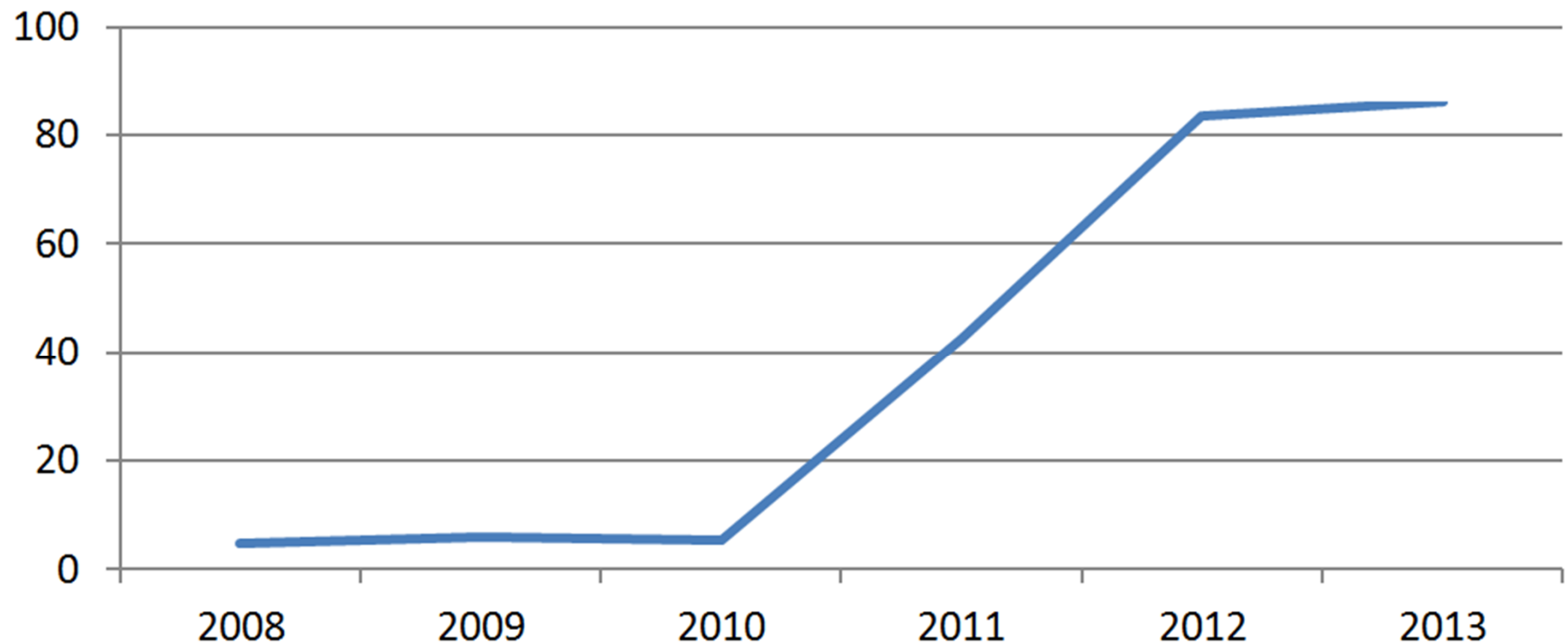
MLL has the largest and most expansive global U.S. flag network



- A situation that could have led to an injury or damage to property
- Near Misses are proactive and deserve the same level of study as incidents
- Reporting:
 - Establish a “No Blame” Culture
 - Anyone can submit a Near Miss
 - Anonymous reporting available
 - Must be convenient and efficient
- Benefits:
 - Near misses increase awareness
 - Eventually mitigate complacency
- Is “Near Miss” the correct term? How about a more positive less punitive name such as “Safety Observation”?

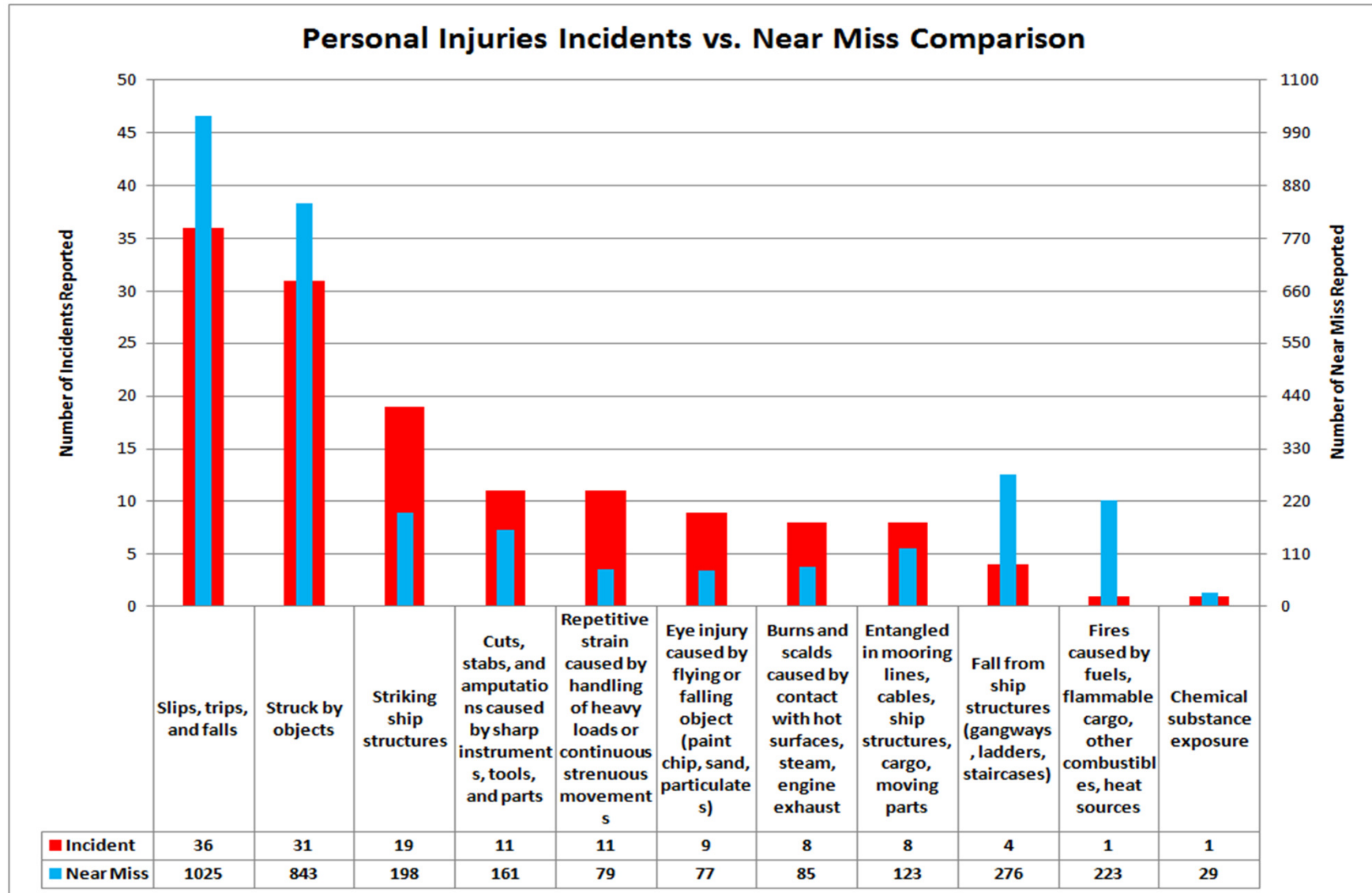


Average Number of Near Misses per Vessel

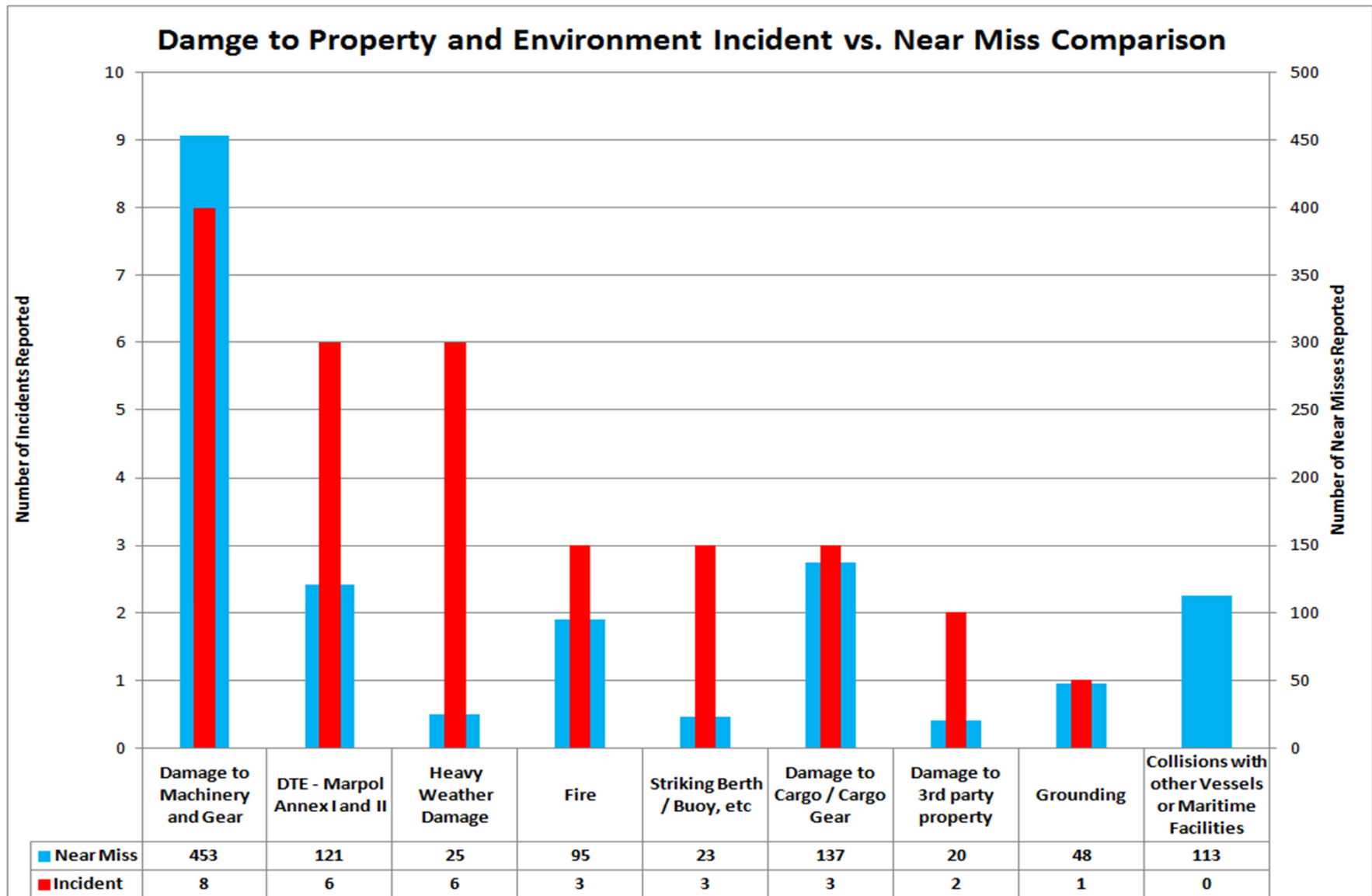


Note: Organizational goal of an average of 48.0 reports of near misses per vessel. Total submitted reports of near miss were 4893 for 2013. This is an average of 86.1 per vessel.

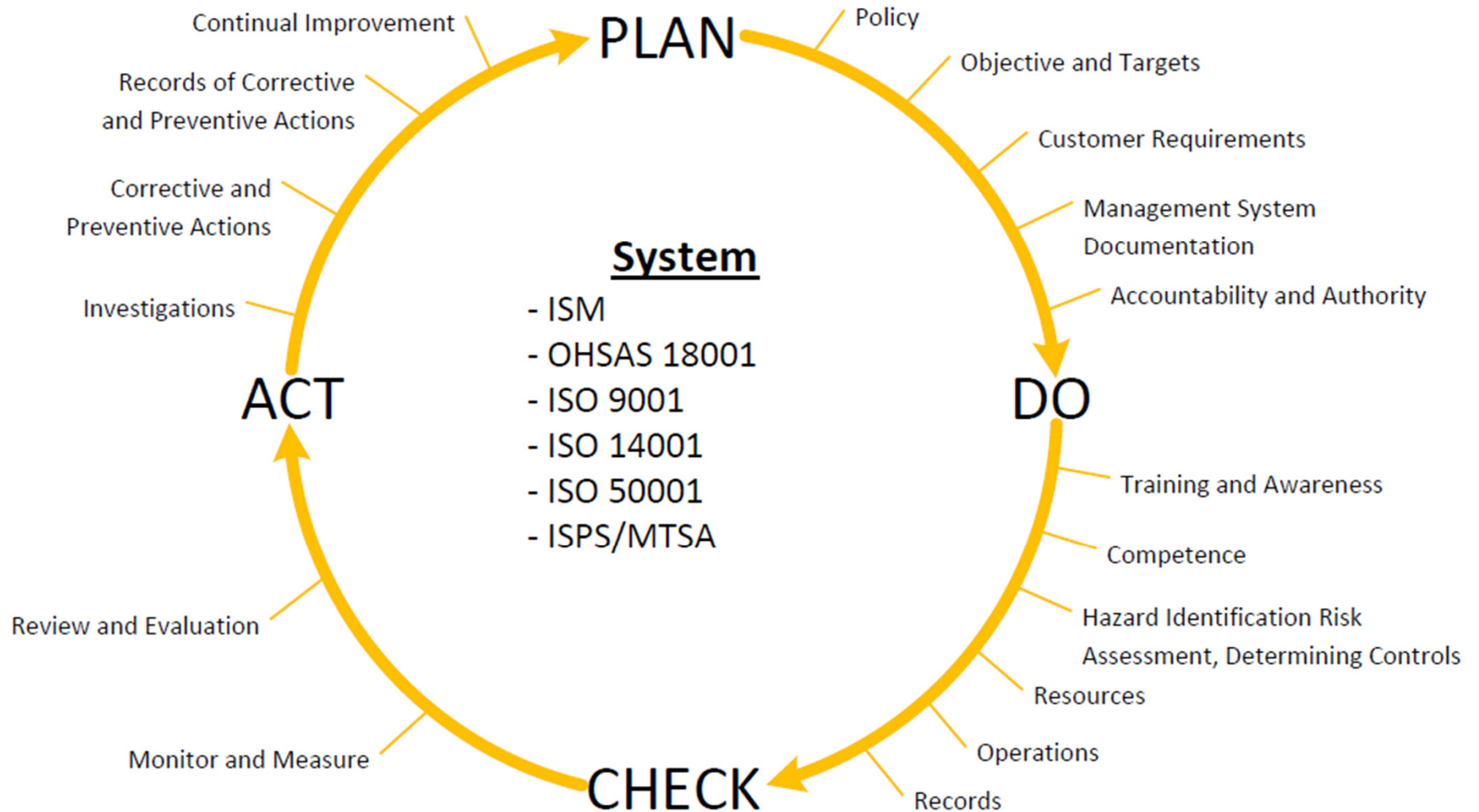
Value in Trending



Value in Trending



Near Misses: The Process Approach to Resolution



Hierarchy of Control

Apply the highest level of control commensurate with the risk level— lower value controls may be used in the interim until long-term controls are implemented.



Increasing
effectiveness
and sustainability

Increasing participation
and supervision
needed

Communication for Prevention (Internally)

MSS Vessel Visits and Audits



Monthly Safety Council



Mariner Conferences



Quality Gram - Near Miss Notice



Onboard Safety Committee Meetings



Reporting



Safety Flashes



Communication for Prevention (Externally)

- National Safety Council- Waterborne Transport Group
- ABS Mariner Personal Safety (MPS) project
 - Supported by:
 - Chamber of Shipping of America
 - NSC Waterborne Transport Group
 - Ship Operations Cooperative Program
 - Assistance from Lamar University



Thank you

