



Avoiding Incidents

Member reporting, safety flashes and analysis

November 2008

IMCA is the international trade association representing offshore, marine and underwater engineering companies

It seeks to:

- strive for the highest possible standards with a balance of risk and cost in: health and safety; technology; quality and efficiency; environmental awareness and protection;
- achieve and sustain self-regulation in the industry;
- ease the free movement of equipment and personnel globally;
- achieve equitable contracting regimes;
- provide the framework for training, certification, competence and recruitment to support and sustain the industry globally;
- resolve industry issues; and
- promote co-operation across the industry.

Members include pipelay, heavy lift, diving, remotely operated vehicle, survey and offshore construction contractors, plus various contractors operating specialist marine equipment.

IMCA has two core activities in which all members participate:

- Competence & Training includes a comprehensive framework devoted to promoting safety by defining and encouraging training and competence in key safety-related positions.
- Safety, Environment & Legislation (SEL) includes monitoring national and international regulatory bodies, circulation of relevant information to members and advancement of industry positions where necessary

Members join in one or more technical divisions relevant to their own activities:

- Diving
- Marine
- Offshore Survey
- Remote Systems & ROV

IMCA works with a global focus, but also has regional sections covering the key offshore areas: Asia-Pacific, Central & South America, Europe & Africa, Middle East & India and North America.

IMCA has published substantial and comprehensive good practice guidance on marine operations based on its members' experience in a range of related areas. More details on specific activities are set out on these factsheets.

International Marine Contractors Association

www.imca-int.com

IMCA helps its members to share information on potential hazards at the worksite and lessons learnt from follow-up investigations and, thereby, to avoid repeat occurrences elsewhere in the industry.

Learning from mistakes is a key part of business improvement and the pursuit of efficiency. Avoiding repeating an incident or accident saves lives, time and money – we all know it makes sense. IMCA has been at the forefront of trying to help its members in this way by collecting, analysing and publishing data for three separate but connected initiatives.

Safety flashes

IMCA safety flashes disseminate information on recent incidents and the lessons learnt from them. This can be in terms of faulty equipment, gaps in procedures and risk assessments and reminders of the need for basic safety awareness.

Sharing this information through IMCA can help those carrying out similar operations and/or using similar equipment to avoid the same hazards, but if the information isn't passed on, someone else could get hurt.

Any incident or undesired event, including near-misses, observed safety performance problems or even information about problems occurring outside a member company can be sent to IMCA for inclusion in a safety flash. In general, the event should be evaluated for probability and severity and would be considered to be significant if it was any incident that could potentially harm or adversely affect employees and others at the worksite, leading to severe illness or injury. This includes any event that could adversely affect the environment requiring specific expertise and resources for correction.

Numerous organisations generate, receive and circulate safety flashes and alerts, but those issued by IMCA are specifically focused on members' mainly vessel-based work in offshore construction. Work on a vessel is often different from that onshore because of confined spaces, multiple hazards and vessel motions. IMCA safety flashes also cover unique equipment and operations: diving systems; ROVs; engine rooms; heavy duty cranes and winches; and specialist survey tools. Although this industry is huge, there are sometimes only a few suppliers of certain pieces of specialist equipment. Learning of concerns with equipment quickly through the flashes really helps avoid further incidents.

IMCA safety flashes are issued to hundreds of professionals across the global industry. The most recent twelve months' flashes are available online at www.imca-int.com/safetyflashes while members can access the full archive from 1997 via IMCA's secure documentation website.

Anonymity

All of IMCA's safety flashes and incident reports are anonymised – details which could identify the company or worksite are removed so that only the relevant information needed for others to avoid repeat incidents is published.

When IMCA prepares a draft safety flash, based on the material a member has submitted, it is always sent to the company and not issued until approval has been given.

DP incident reporting and analysis

IMCA maintains a database of DP incident reports from dynamically positioned vessels over the past 25 years. Each year, the reports are collated and an anonymised analysis of the incidents is issued. This helps establish trends in incidents for discussion with vessel operators, equipment suppliers, training establishments and others to address particular issues.

The results have helped keep the DP fleet operational, safe and acceptable to authorities by feeding into improvements in designs, procedures and training.

IMCA provides incident reporting forms, which we have tried hard to make user-friendly. However, we rely on members completing and submitting the forms to make the systems more and more useful. Copies of the forms are available online or on request.



Lifting incidents

Lifting incidents are still one of the most common causes of injury in our industry.

IMCA is seeking to mirror the achievements of the DP system by collecting data on incidents involving lifting operations and equipment – a newer project, but with the same aims of helping members.

A standard reporting form is available online or on request, although submission of reports on lifting incidents in any format is welcomed, to help populate the database and enable analysis of common faults, contributory factors to incidents and relevant trends.

Get involved – prevent incidents

Many members already contribute to these three systems, but they could be more effective if everyone did – more lessons shared and more data to analyse, meaning more incidents can be avoided.

Submit your reports and safety alerts to incidentreports@imca-int.com

Full information and reporting forms can be found at:

www.imca-int.com/incidentreports