

Safety Statistics for IMCA Members – Report for the Period 1 January-31 December 2002

1 Introduction

Members will recall that IMCA has produced an annual report of safety statistics (covering fatalities and injuries) supplied by members for the past six years. This information note reports the annual statistics for 2002.

2 Background

Although only a lagging indicator of health, safety and environmental performance, safety statistics are nevertheless seen as providing a useful insight into the performance of a company in this area. The purpose of the statistics is to record the safety performance of the IMCA contractor members each year and to enable IMCA members to benchmark their performance.

The Safety, Environment & Legislation (SEL) Core Committee has agreed that it would be desirable for IMCA to develop standard, well-defined leading indicators (of health, safety and environmental performance), which can be promoted to clients and adopted by members, and so get away from the high reliance on lost time injuries (LTIs) as the arbiter of safety. This work is now completed, with much valuable feedback/input having been gained at the dedicated workshops in 2001, 2002 and at Newcastle in 2003. The suite of IMCA leading performance indicators was issued in information note SEL 05/03. The intention is that members put in place systems this year to collect the information necessary to prepare their leading performance statistics for inclusion in the next year's safety statistics report.

The SEL committee is keen to improve consistency in the data collected and for the 2002 exercise for (lagging) safety statistics (as for the statistics for 2000 and 2001) statistics were produced that separate onshore and offshore activities. The offshore statistics cover offshore work only, whereas the inclusion of onshore work covers such areas as fabrication yards and office work.

3 Summary of Safety Statistics – 1 January-31 December 2002

Overall Lost time injury frequency rate (Overall LTIFR)	1.24
Overall number of lost time injuries	244
Offshore lost time injury frequency rate (offshore LTIFR)	2.96
Onshore lost time injury frequency rate (onshore LTIFR)	0.44
Rate of overall LTIFR (second highest-second lowest)	18.12-0.42

The statistics over the past six years have been as follows:

	1997	1998	1999	2000	2001	2002
Overall LTIFR	4.96	4.86	3.72	3.46	2.97	1.24
Million hours worked per year	47.6	52.9	52.8	65.6	54.5	197.31
Total No. of LTIs	236	257	196	227	162	244
No. of fatalities overall	3	2	4	5	4	3
Fatal accident rate overall	6.3	3.8	7.6	7.6	7.3	1.52
Offshore fatal accident rate				10.12	10.14	4.83
Offshore LTIFR				4.25	3.77	2.96
No. of participating companies	23	32	28	31	32	32

4 Comments

- ◆ Fatalities are still occurring. There were three fatalities reported in 2002 (all offshore). Although this is only one less than last year, since there was an increase in the total hours reported, particularly onshore, the overall Fatal Accident Rate (FAR) appears dramatically improved. However, the offshore FAR did improve. The offshore hours worked increased from 39.4 million to 62.1 million an increase of 58%, and as a result one less reported fatality gave an offshore FAR of 4.83 as opposed to the previous year's 10.14;
- ◆ Overall the lost time injury frequency rate continued to show a downward trend on previous years despite a return from a much larger data base within the 32 reporting companies, which gave an over 262% increase in man hours worked. This is mainly the result of a significant increase in the time reported to IMCA from onshore construction sites. The effect is to give an apparent distortion in the figures, but it should be borne in mind that although the onshore hours are much greater than previous years, they have not generated a parallel increase in accidents. Where some members' onshore hours have increased dramatically, we understand that it would be difficult, if not impossible, to separate their onshore figures into those hours spent in direct support of the fleet and those not so directly related;
- ◆ To continue to achieve a view of the trend in figures reported each year, comparisons can be made between each year's relevant offshore and onshore results. The comparison between onshore and offshore figures will be difficult to gauge this year because of the unusual increase in man hours worked, but this should balance out over future years. Overall, offshore hours increased, but are likely to provide a better indication of trends in LTIFR than the onshore or total figures;
- ◆ 32 IMCA contractor members participated in the 2002 exercise (the same amount as last year), which covered nearly 197.31 million hours worked overall. This represents an increase of 142.81 million in hours worked over the previous year (262%);
- ◆ All participating members providing figures to the exercise reported their offshore data, where 62.14 million hours were worked, compared with 39.4 million hours last year, whereas only 27 companies provided onshore data. The onshore only LTIFR was based on 135.16 million hours worked (15 million last year);
- ◆ There were 244 lost time injuries reported (184 offshore) that resulted in at least one day off work. This equates to an average of between four and five such injuries in every week of the year.
- ◆ The welcome decrease in LTIFR however, a 21% reduction offshore, despite the increased working hours, demonstrates the improvement that is being achieved by IMCA members towards the ultimate goal of a zero rate.

5 Comparison with Published Figures

The reports from IADC (the International Association of Drilling Contractors), OGP (the International Association of Oil & Gas Producers (formerly E&P Forum)) and IAGC (the International Association of Geophysical Contractors), are summarised in paragraphs 5.1-5.3 below.

5.1 International Association of Drilling Contractors (IADC)

The IADC database for 2002 is taken from an industry total, including drilling on land and sea world wide, of 281.35 million working hours, an increase of 19% on last year. IADC reports an industry total Lost Time Injury Frequency Rate (LTIFR) of 3.27 a 34% improvement upon their last year's rate of 4.94, despite the increase in working hours of 19%. The offshore LTIFR showed an improvement of 6% (on last year's figure of 2.51) at 2.35, in comparison with the IMCA offshore LTIFR of 2.96.

Total fatalities were 15 (20 last year) giving a Fatal Accident Rate of 5.3 (8.5 last year).

5.2 International Association of Oil & Gas Producers (OGP)

OGP has reported a reduction in their overall Lost Time Injury Frequency Rate (LTIFR) from 1.59 in 2001 to 1.09 in 2002 (31% better). It is of interest to compare this with the IMCA overall LTIFR for these years of 2.97 to 1.24, which is an improvement of 58% on last year, but still at a higher overall rate. The OGP database was founded on 2121 million hours worked (apparently the highest in the history of safety data reporting), an increase of 7% on 2001 and based on 35 reporting companies over 71 countries, all but 3 of which included figures for their contractors.

The LTIFR for offshore was 1.54 (18% better than their last year figures) and 0.95 for onshore (37% better). This should be compared with the IMCA offshore LTIFR of 2.96.

Their report also records 102 company and contractor fatalities (13 company and 89 contractor), 23 of which were offshore. The fatalities resulted from 85 separate incidents, the most in a single incident occurring in a helicopter accident in which 11 died. The maximum fatalities for a region occurred in Africa, in which there were 25 of the company/contractor fatalities, the maximum in any region. In addition to those fatalities, OGP also report a further 23 third party fatalities onshore during 2002. Although their overall Fatality Accident Rate (FAR) of 4.81 has actually shown a 6% improvement over the previous year's, the offshore rate at 4.65 was actually 4% worse than last year, whereas IMCA comparable offshore FAR at 4.83 showed a considerable improvement from previous years, despite the 58% increase in offshore working hours commented upon at section 4 above.

5.3 International Association of Geophysical Contractors (IAGC)

The figures for the IAGC are not yet available for 2002, but we note that for 2001 their LTIFR was 1.19 based on a working time of 27 million hours. This was an improvement on 2000, which showed an LTIFR of 1.25 based on 24 million hours.

6 Definitions

In order to compile meaningful statistics, it is important that standard, consistent, well defined terms are used. For the purposes of compiling the IMCA statistics the following revised definitions are used:

No. of Fatalities – the total number of employees and others who died as a result of an accident

Fatal Accident Frequency – number of fatalities per 100,000,000 hours worked

Hours Worked

- ◆ for **onshore** operations – the actual hours worked, including overtime hours
- ◆ for **offshore** operations – the 'actual hours worked' based on a 12-hour day

Lost Time Injury (LTI) – comprises all accidental injuries (including fatalities and lost work day cases but excluding restricted work day cases) where:

- ◆ A lost work day case is any work-related accidental injury other than a fatal injury which results in a person being unfit for work on the next shift/day; and
- ◆ A restricted workday case is any work-related injury other than a fatality or lost work day case which results in a person being unfit for full performance of a regular job on the shift/day after the injury. Work might be:
 - an assignment to a temporary job;
 - working in the regular job but not performing all the usual duties of the job

NB Where no meaningful restricted work is being performed, the incident should be recorded as a lost work day case.

Offshore Lost Time Injury Frequency Rate (Offshore LTIFR)

$$\frac{\text{lost time injuries offshore} \times 1,000,000}{\text{offshore hours worked}}$$

Onshore Lost Time Injury Frequency Rate (Onshore LTIFR)

$$\frac{\text{lost time injuries onshore} \times 1,000,000}{\text{onshore hours worked}}$$

OVERALL Lost Time Injury Frequency Rate (Overall LTIFR)

$$\frac{\text{lost time injuries overall} \times 1,000,000}{\text{total hours worked (offshore + onshore)}}$$

7 Individual Company OVERALL Lost Time Injury Frequency Rate

The following table shows the overall LTIFR for each of the 32 companies with an identifying number and a letter indicating which band they are in.

In order for members to identify how their company compares to others of like size, four bands are used for contributing contracting companies, categorised by their annual amount of overall working hours.

The overall LTIFR for each band is also shown. A letter accompanies this report to each contributing member which lets each recipient know only its own identifying number.

Overall LTIFR	Company	Banding
3.25	1	B
1.86	2	C
0.00	3	D
2.62	4	D
4.73	5	A
1.45	6	D
0.82	7	D
0.00	8	A
4.51	9	D
7.10	10	D
3.03	11	B
0.00	12	A
13.96	13	B
2.11	14	A
1.32	15	B
18.12	16	A
2.71	17	D
6.72	18	B
0.42	19	D
0.00	20	A
0.00	21	A
2.22	22	D
2.82	23	D
3.63	24	D
2.65	25	D
42.42	26	A
0.00	27	A
22.45	28	A
1.66	29	C
4.92	30	A
0.00	31	A
1.67	32	D

Hours Worked Banding

A	<500 000 hours
B	500 000 – 1 000 000 hours
C	1 000 000 – 2 000 000 hours
D	>2 000 000 hours

The Overall LTIFR for each band calculates as:

A =	5.14
B =	5.15
C =	1.75
D =	1.10

It can be seen that the two largest bands, C and D are more likely to have figures comparable to the overall figures of the various organisations due to the amount of hours worked. The 'D' band for example shows a close relationship to the OGP overall LTIFR of 1.09.