GOLDEN SAFETY RULES

October 2019

“Safety is the top priority for the maritime industry. There is nothing worse than a major incident. These are people; people like us, and the memories last forever. As global leaders of the shipping industry, we need to work together to address this. We are the only ones who can make a difference – there is no one else.”

Dr Grahaeme Henderson – Vice president, Shipping & Maritime, Shell and Global Maritime Forum Advisory Council member
Introduction:

The best results in Safety are reached through a combination of several elements including Leadership, Accountability and Rules.

Even a solid (generative) Safety Culture will still benefit from Rules. The focus though should be on rules impacting operations and risks. We know that when certain basic rules are not being followed, people will be at a higher risk of suffering injuries and or fatalities.

Fundamental high-level rules to prevent loss of life or life changing injuries have been developed across different industries e.g. International association of Oil & Gas Producers (IOGP), several Oil Majors and Lloyds Register. Their value and application are well understood\(^1\) where implemented. Records from one Oil Major demonstrates a reduction in fatalities of 75% and serious Injuries by nearly 50% over a 5-year period. All sectors of the maritime industry could benefit from similar guidance. This was recognised at previous ‘Together in Safety’ meetings resulting in the action to develop and agree the industry Golden Safety Rules as well as ideas on how they could be implemented and used. The proposed rules recognise the wider industry data of the key incident types responsible for most fatalities.

Scope:

Within scope is a set of rules that everybody in the Shipping Industry will understand, commit to, introduce and follow. Most of the rules are not new and for most, will be well known but perhaps not in any specific context of being fundamental / critical to saving lives.

The cross industry Golden Safety Rules should capture the key behaviours of strong safety leadership:

**In-Scope**

- Personal safety.
- On board vessels.
- Access to and from vessels.
- Justifiable with current industry data demonstrating actual or potential fatalities\(^2\) or resulting in life changing injuries. As such, rules may be categorised as ‘Life Changing Rules’.
- Identification and mapping to key current industry Life Saving Rules (LSR’s).
- Applicable across most sectors of the industry

**Out of scope**

- Process safety, other than navigation which is an area that has particular risk to individuals.
- Adding additional rules through inclusion within sub-areas.
- Consequence management – it will be up to individual companies to consider application and enforcement.

The rules are created around the following standard: A topic, a headline and several Do’s and Don’ts.

---

\(^1\) Shell estimate that implementation of their Life Saving Rules may have saved >30 lives

\(^2\) IOGP estimate that between 2008-2017, 376 people lost their lives in fatal incidents that might have been prevented by following one of IOGP’s Life-Saving Rules.

145 fatalities in the past 20 years, and alarmingly 28 in the past 16 months, related to enclosed space entry (ITF 2019)

60 fatalities and 145 serious injuries globally from lifeboat testing in last 10 years – 16% of lives lost at sea (UK P&I 2017)
1. Enclosed Space Entry

Only enter an enclosed space if it has been ventilated and the atmosphere confirmed safe.

You must **ALWAYS:**

- Check if a Permit is required; obtain authorisation and comply
- Verify that the atmosphere has been tested and made safe and confirm what and when re-testing is required
- Challenge the testing: ask when and where it was completed, by whom, and what materials / substances were in the space
- Confirm that all energy, machinery and fluids and gases have been isolated and locked-out
- Verify that the atmosphere of the space will not be affected by adjacent activities
- Agree an appropriate rescue plan with your co-workers before entry, including watchman

You must **NEVER:**

- Work in an enclosed space if you can complete the task in a safer way
- Enter an enclosed space without fully understanding the hazards present and being satisfied it is safe
- Enter an enclosed space alone
- Deviate from the agreed safety or emergency procedures

Together in **Safety**