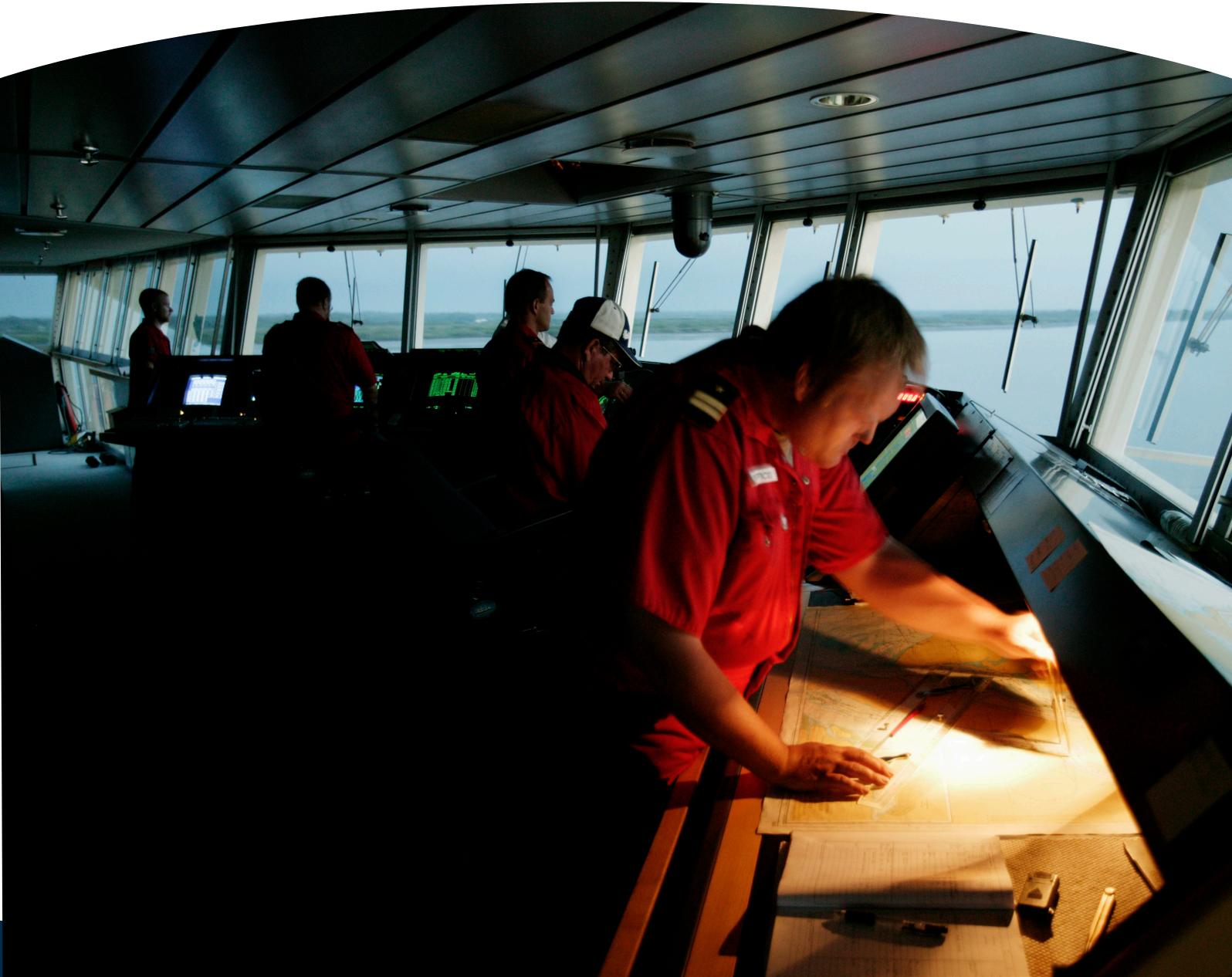




**DANISH MARITIME AUTHORITY**



# **Health, Safety and the Environment in Future Quality Shipping**

**Danish Maritime Authority 2010**



## **Introduction**

Quality shipping is to be the characteristic of the Danish fishing and shipping industries. The level of safety and health as well as the environmental level must be high. Already for a number of years, the Danish Maritime Authority has worked systematically and determinedly to achieve this goal. When the *Action Plan 2005* was launched in 2001, a long-term vision and strategy for accident prevention was created. The action plan identified a number of focus areas where the Danish Maritime Authority was to make special efforts during a five-year period to prevent accidents and reduced quality of life at sea. In addition, a new survey strategy was developed for this purpose according to which inspections should focus on the ships and shipping companies where the need was the greatest.

The 2006 action plan – *The Danish Maritime Cluster – An Agenda for Growth* – follows up on the initiatives launched in 2001, and one of the key elements of the action plan is *to maintain and strengthen shipboard health, safety and environmental activities so that Denmark develops as a leading maritime nation characterised by an international outlook and quality shipping*. More specifically, it is stressed that the number of Danish ships detained in port State control inspections must be kept at a very low level so that Denmark's reputation as a quality flag State is maintained and improved.

Recent ten years have witnessed a steady decrease in the number of serious working accidents, both in the fishing industry and in the merchant fleet. For a number of years, the number of detentions has decreased as well.

The fishing and shipping industries have come far in terms of safety, but time is now ripe to launch further initiatives in this field. Safety is not created only through regulations and procedures, but to a very high extent by people in their daily work, including the behaviour requested and shown. Consequently, *a safety culture supported by safety communication and safety management* is an important supplement to *risk-based enforcement*. The resources must be used where they have the greatest effect.



## ***Strategic goals***

- Danish shipping is characterised by quality shipping. The health and safety level as well as the environmental level is high on Danish ships and fishing vessels. Development and new initiatives are to further improve health, safety and the environment.
- Further development of risk-based surveys and inspections is to ensure that the efforts made by the Danish Maritime Authority have the greatest possible effect.
- The shipping and fishing industries are to be characterised by a sound safety culture. The managers and employees of the shore-based organisations and on board the ships are to prioritise health, safety and the environment and enable the creation of a high safety level.

The effects of these goals are to be the following:

1. That the number of serious working accidents on board Danish ships continues to decrease;
2. that Denmark keeps a high ranking on the white lists; and
3. that the number of defects found at port State control inspections are kept at a minimum.

## ***Strategy***

By means of the strategy, the Danish Maritime Authority intends to further develop

- *Risk-based enforcement*

The efforts must be aimed at the places where they have the greatest effect.

Data and knowledge must be used systematically for developing, planning and carrying out all the functions entrusted with the Danish Maritime Authority as part of a dynamic process.

The companies are responsible for health, safety and the environment. When a company assumes responsibility and works systematically and persistently with this, it should be met with the least possible control. If not, the company should be subject to more control in order to achieve the greatest possible effect.

By means of the strategy, the Danish Maritime Authority intends to further develop

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- *A safety culture supported by safety communication and safety management*

Considerable reductions in the number of accidents have been achieved by means of technical and procedural requirements for shipboard safety. But this approach cannot stand alone if health and safety are to be further improved. The conditions of work are not stationary. On the contrary, the fishing and shipping industries are characterised by changing, dynamic conditions. Consequently, the efforts made to create a safety culture supported by safety communication and safety management must be strengthened.

The Danish Maritime Authority wants to develop the health, safety and environmental work of the fishing and shipping industries towards a *proactive approach* focusing on the safety culture so that safety is always an *integral part* of the daily activities and the behaviour requested. *Proactive* means persistently striving to identify risks before the accident occurs. In quality shipping, safety is an element forming part of the operation on a par with other company functions.

It is neither possible nor necessary to regulate all functions by specific rules. In the everyday work, the management, crewmembers and employees create safety. Therefore, it is important to include the safety culture – the common focus on giving safety high priority – when trying to achieve the greatest possible resilience to accidents. Safety is the principal element of the behaviour requested by all stakeholders in the Blue Denmark.



## ***From strategy to action***

An action plan with specific initiatives and goals has been drawn up for the implementation of the strategy. The action plan will be updated on an ongoing basis as the initiatives are implemented and as the results of effect evaluations become available. Consequently, the action plan will be the dynamic tool for the Danish Maritime Authority's priorities. Below, the areas covered by the initiatives of the action plan are given.

### **1. Risk-based enforcement – how?**

There are two aspects of inspections. What is to be subject to inspections? And what is to be given priority at the inspections?

Both aspects are, to a wide extent, laid down in international regulations and provisions on surveys and audits. Furthermore, many surveys and audits have been delegated to private classification societies but – through agreements, control and dialogue with the classification societies – the Danish Maritime Authority has an influence on the way in which the surveys and audits are carried out and on what is given priority.

#### *a) What ships/shipping companies are to be inspected?*

The Danish Maritime Authority will, within the scope of the international regulations, systematically prioritise inspection of ships and shipping companies where indicators and data reveal that the risk is the greatest and where the Danish Maritime Authority's activities will have the greatest effect. Openness must prevail as regards the criteria used by the Danish Maritime Authority to prioritise the enforcement.

#### *b) What is to be given priority in connection with inspections?*

The Danish Maritime Authority will arrange the inspections in accordance with the individual shipping company's/fishing vessel's ability to create safety and comply with the regulations.

This falls in line with the principle of *"give and take"*. It must be an advantage to strive in a focused and active manner to ensure safety.

When arranging inspections, the Danish Maritime Authority will, by means of indicators, evaluate how a company works with safety and plan the inspection accordingly. When a company assumes responsibility and works systematically and persistently with safety, it will be met with a minimum of control. On the contrary, a company that consistently fails to fulfil the safety requirements, will be met with sanctions.

*c) Inspection development*

Today, inspections primarily cover rule compliance and document control. Furthermore, the inspection is carried out while the ship is moored and not during operational conditions – such as for example fishing operations. In the future, greater focus will therefore be on whether the safety intended to be created by the regulations is reflected in the daily work and the behaviour shown. The inspection is to demonstrate the existence of a safety culture ensuring that the intentions behind the regulations are followed – i.e. that health, safety and the environment are given high priority.

Through dialogue with the classification societies and through class control, a similar development is to take place in connection with the surveys and audits carried out by the classification societies on behalf of the Danish Maritime Authority.

*d) Information for the industry*

The companies' proactive approach to health, safety and the environment is to be achieved by providing information about the regulations and the intentions behind them in a focused, clear and comprehensible manner.

*e) Systematic use of knowledge and indicators*

Today, large quantities of data and knowledge about safety are being collected. In addition, indicators of the safety level in various fields are available.

Knowledge about the effect of the enforcement activities is to be used to adjust and prioritise the efforts made.

The knowledge and indicators must be of a quality meeting the following criteria:

- They must make it possible to provide the stakeholders of the Blue Denmark with feedback adding value.
- They must ensure that the arrangement and implementation of inspections and control have the greatest possible effect.
- It must be possible to use them to continuously develop the services offered by the Danish Maritime Authority.

*f) Rule-formation*

It is important that regulations and the enforcement hereof are an incentive to focus on safety and that they promote behaviour supportive of a sound safety culture. At the same time, it is decisive that regulations are, to the widest possible extent, laid down internationally in order to create equal conditions and increase safety regardless of flag.

The Danish Maritime Authority will strive for functional regulations that support the development of a safety culture and give room for innovation in a way that improves safety and ensures equal competitive conditions internationally.

**A safety culture supported by safety communication and safety management – how?**

At the core of this strategy is the idea that individuals are perceived as creating safety. Every day, individuals create safety through their decisions and statements as well as through the behaviour that they show and are met with.

Safety does not only mean protection against accidents, but also protection of people's health and protection against environmental pollution.

Regulations and inspections create safety, but they cannot stand alone without individuals striving consciously to create the greatest possible degree of safety. Focus on rule-compliance – also known as a “compliance culture” – cannot always ensure a high level of safety.

A high level of safety is characterised by the following:

- Commitment to safety by the shore-based and shipboard management;
- a strong safety management;
- communication about safety during daily activities; and
- a management and key employees who act as role models.

Safety must be a common business element on a par with other focus areas in the company in order to thereby increase the resilience against accidents as well as against health and environmental damages.