

# ABS reaches significant safety milestone

**A**BS, a leading provider of classification and technical services to the marine and offshore industries, reached a significant safety milestone last year.

The Houston-based global classification organization completed 2017 without any of its staff having suffered a work-related lost time incident (LTI).

In a trade where the work environment can prove challenging — providing on-site technical support at shipyards, on vessels and offshore platforms, for example — ABS says that achieving an LTI rate of zero over the course of a full year has set a new benchmark for keeping its people safe.

“Safety is the heart of our mission and remains at the core of all we do, so we are thrilled to realize this exceptional safety-record result,” ABS Chairman, President and CEO, Christopher J. Wiernicki said in announcing the milestone. “This achievement adds to our already strong industry-recognized safety leadership. At the same time, we continue to promote safety excellence through ongoing training and process improvements that enable and empower employees to recognize and control hazards in their daily work environment.”

An LTI is defined as a work-related injury or illness that results in an employee having to take time off from work due to that injury or illness. Other classifications of incidents that do not require time off from work include restricted duty, medical treatment and first aid.

ABS has a global Health and Safety Incident Management system that requires all employees to record unsafe conditions and behaviours, and near-miss incidents or injuries/illnesses. In addition, ABS has added a Stop Work Obligation and other best practices to strengthen the safety culture within the organization.

“A world-class safety culture requires attention and consistent actions to drive positive behaviour and change,” said Wiernicki. “Globally, our employees are mission-focused and passionate about being leaders in safety excellence.”

While LTI’s are an internal measure, the organization also found itself atop the most recent Port State Control tables compiled by independent maritime authorities.

According to the most recent full-year data compiled by the three main authorities in Paris, Tokyo and at the U.S. Coast Guard, the ABS-classed fleet of more than 12,000 ships had the fewest detentions for regulatory non-compliance among all classification societies, or ‘Recognized Organizations.’

In general, shipping’s safety record has been trending in the right direction for the past decade. According to Clarkson’s data (Figure 1), the proportion of total losses as a percentage of the fleet has fallen steeply.

Serious casualties also have been trending downward, according to the latest data from Informa (Figure 2), and the ABS-classed fleet has performed above average in that regard for the past decade, maintaining its safety leadership role within the industry.

Informa defines ‘serious casualties’ as events such as machinery damage, collisions, hull damage, fires, etc., that prevent

or hinder a ship’s ability to deliver its cargo as scheduled.

ABS says that its key safety role as the technical connector between owners and regulators will become even more important as shipping transits through the eras of remote-controlled and, eventually, autonomous ships.

The progression is destined to give rise to new generations of safety systems, in which cyber and software knowledge will need to partner with traditional systems for structures and machinery.



*Christopher J. Wiernicki, ABS Chairman, President and CEO*

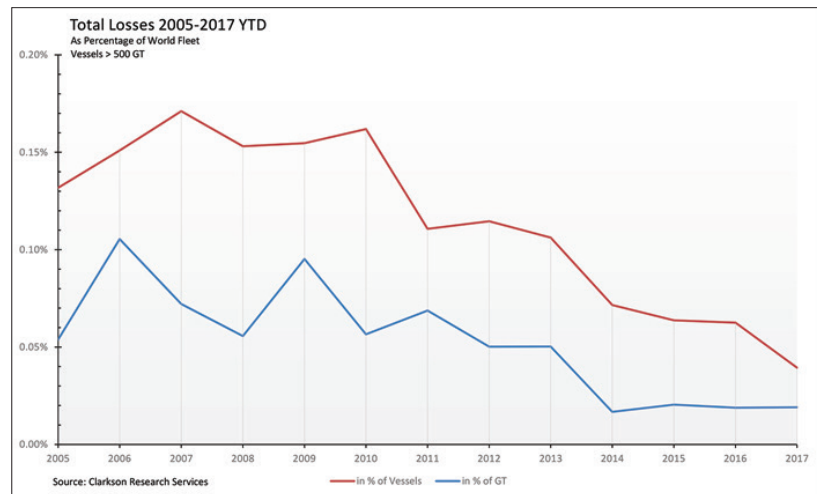
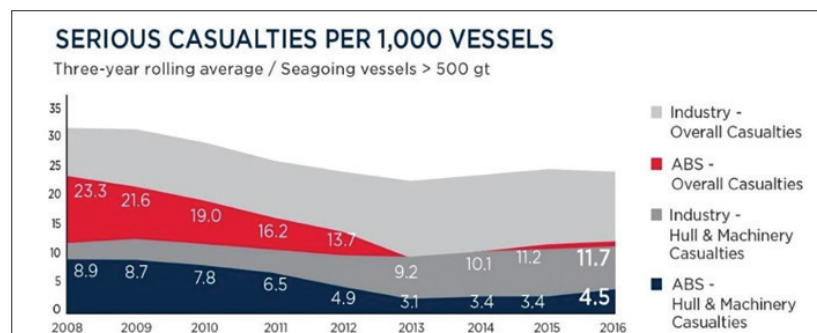


Figure 1 — Shipping’s safety record continues to see improvement.



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