

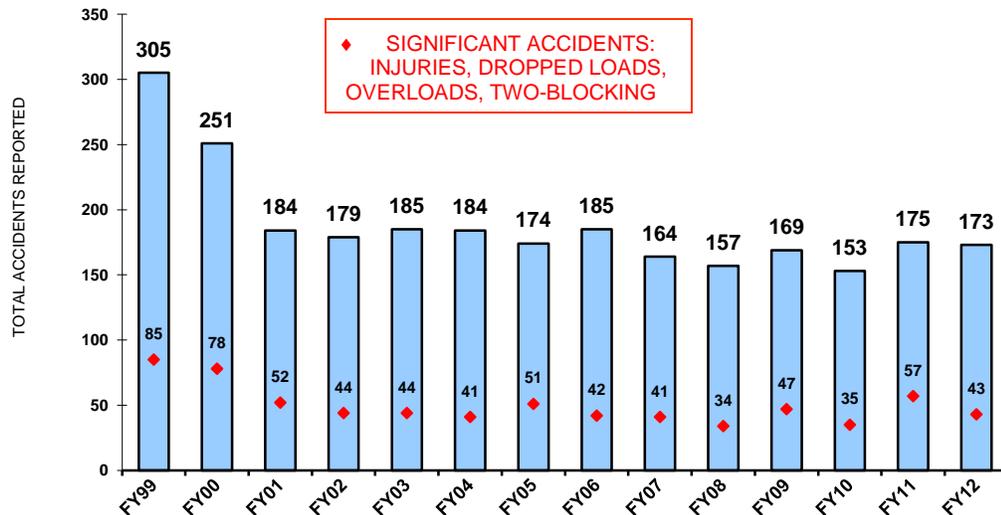
WEIGHT HANDLING EQUIPMENT ACCIDENTS

To maintain our intense focus on SAFETY, we have very rigorous crane and rigging gear accident definitions that include essentially any unplanned event in a weight handling evolution whether or not injury or damage occurs. The basic strategy is that ALL accidents (regardless of severity) must be reported to ensure we benefit from the lessons learned to prevent more serious accidents from occurring. We have encouraged all Navy shore activities to make the principles of OPNAVINST 3500.39C, Operational Risk Management (ORM), standard practice for every weight handling operation. This includes operating a crane without a load. In FY12, 42 percent of all crane accidents occurred with no load on the hook. Consistent application of ORM principles during every crane operation, whether there is a load on the hook or not, will significantly reduce the accident numbers. Human error continues to be the primary cause of most accidents. We strongly encourage activities to investigate and report near misses and other unplanned events that do not fall under our accident definition. Learning from such events can prevent accidents from occurring and significantly improve operational efficiency. We continue to encourage Navy shore activities to drive toward our ZERO accidents goal.

CRANE ACCIDENTS

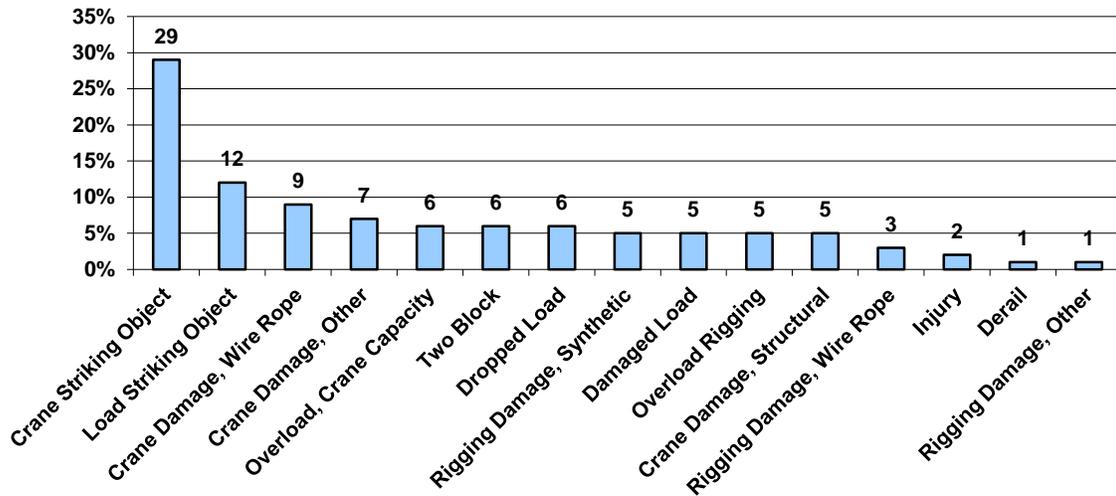
The FY12 crane accident total is 173 as of the date of this publication (43 significant) compared to 175 and 57, respectively, for FY11.

SHORE ACTIVITY CRANE ACCIDENT TREND

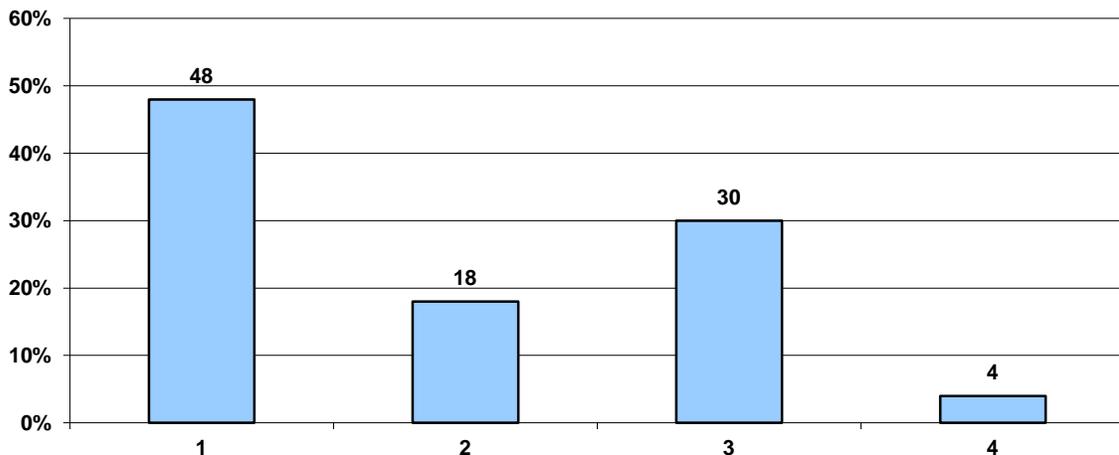


The overall crane accident count for FY12 was comparable to FY11 totals. However, there were nearly one quarter fewer crane accidents that were considered significant (dropped loads, two-block, overloads, and accidents involving injuries). Only four reported accidents met the OPNAVINST 5102.1 accident classification “C” threshold (lost time, injury or resulting material damage \$50,000 to \$500,000) during FY12. Accidents involving crane and load collisions represented 41 percent of all crane accidents. While FY12 saw a 62 percent decrease in rigging gear overload type of crane accidents, there was a 120 percent increase (11 vs 5) in crane capacity overloads as compared to the FY11 totals. Additionally, 37 percent of the accidents involved bridge cranes.

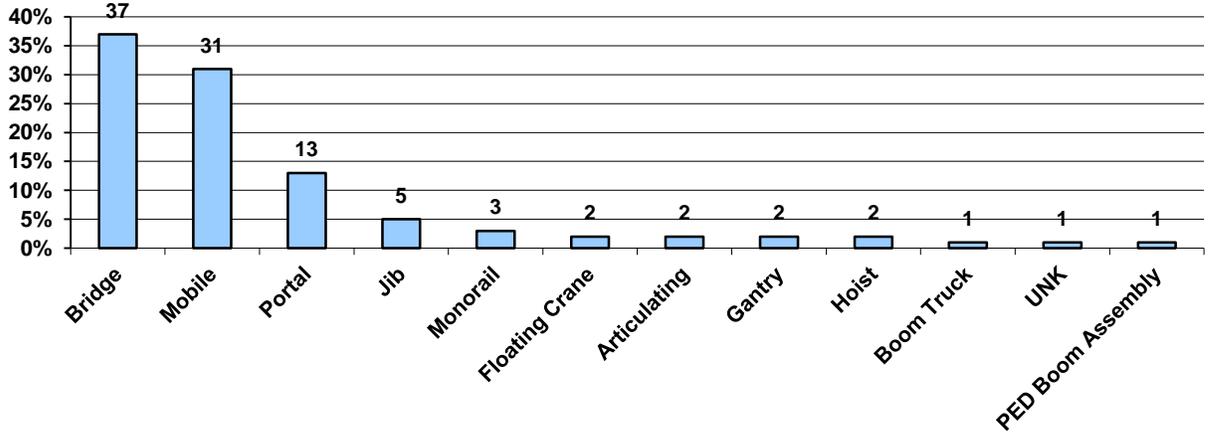
ACCIDENTS BY TYPE



ACCIDENTS BY CRANE CATEGORY



ACCIDENTS BY CRANE TYPE



RIGGING GEAR ACCIDENTS

Rigging gear accidents are those that occur when gear covered by section 14 is used by itself in weight handling operations, i.e., without category 1 through 4 cranes. In FY12, 50 rigging gear accidents were reported as compared to 48 in FY11. The combined significant accident categories of personal injuries, dropped loads, overloads, and two-blocking accidents accounted for 17 of the 50 accidents (34 percent vs 39 percent in FY11). Two of the accidents met the OPNAVINST 5102.1D Class C reporting threshold.

RIGGING GEAR ACCIDENTS

