

This information is excerpted from the FY 2008 Department of Energy Annual Occupational Safety and Health Report for Federal Employees to the Secretary of Labor. The full report can be viewed on the FEOSH website <http://www.hss.energy.gov/CSA/CSP/feosh/reports.html>.

## II. OSH INITIATIVES - SHARE & MOTOR VEHICLE AND SEAT BELT SAFETY

### A. *SHARE- Safety, Health, and Return-to-Employment Initiative*

#### a. **SHARE analysis**

The Tables below summarize DOE's SHARE performance.

Table 2.1. Five-Year Performance in Meeting SHARE Goals <sup>1</sup>

#### **Goal 1: Total Case Rates (TCR)**

FY03 Baseline	FY04 Perf	FY05 Perf	FY06 Perf	FY07 Perf	FY08 Target	FY08 Proj TCR	FY08 Q4 Cum TCR	FY08 Q3 Cum TCR	FY08 Q2 Cum TCR	FY08 Q1 TCR
2.14	2.37	1.96	2.03	2.26	1.77	2.93	2.93	2.40	0.92	.39

#### **Goal 2: Lost Time Case Rates (LTCR)**

FY03 Baseline	FY04 Perf	FY05 Perf	FY06 Perf	FY07 Perf	FY08 Target	FY08 Proj LTCR	FY08 Q4 Cum LTCR	FY08 Q3 Cum LTCR	FY08 Q2 Cum LTCR	FY08 Q1 LTCR
0.73	0.73	0.73	0.67	0.81	0.63	0.74	0.74	0.55	0.39	0.14

<sup>1</sup> From <http://www.dol.gov/esa/owcp/dfec/share/getxls.asp?id=0160> on December 12, 2008.

**☀ Goal 3: Timely Filing of Claims (TFC)**

FY03 Baseline	FY04 Perf	FY05 Perf	FY06 Perf	FY07 Perf	FY08 Target	FY08 Proj TFR	FY08 Q4 Cum TFR	FY08 Q3 Cum TFR	FY08 Q2 Cum TFR	FY08 Q1 TFR
47.5	56.4	61.3	62.4	66.6	60.6	45.7	70.9	23.1	59.3	75.9

**☀ Goal 4: Lost Production Days (LPD)**

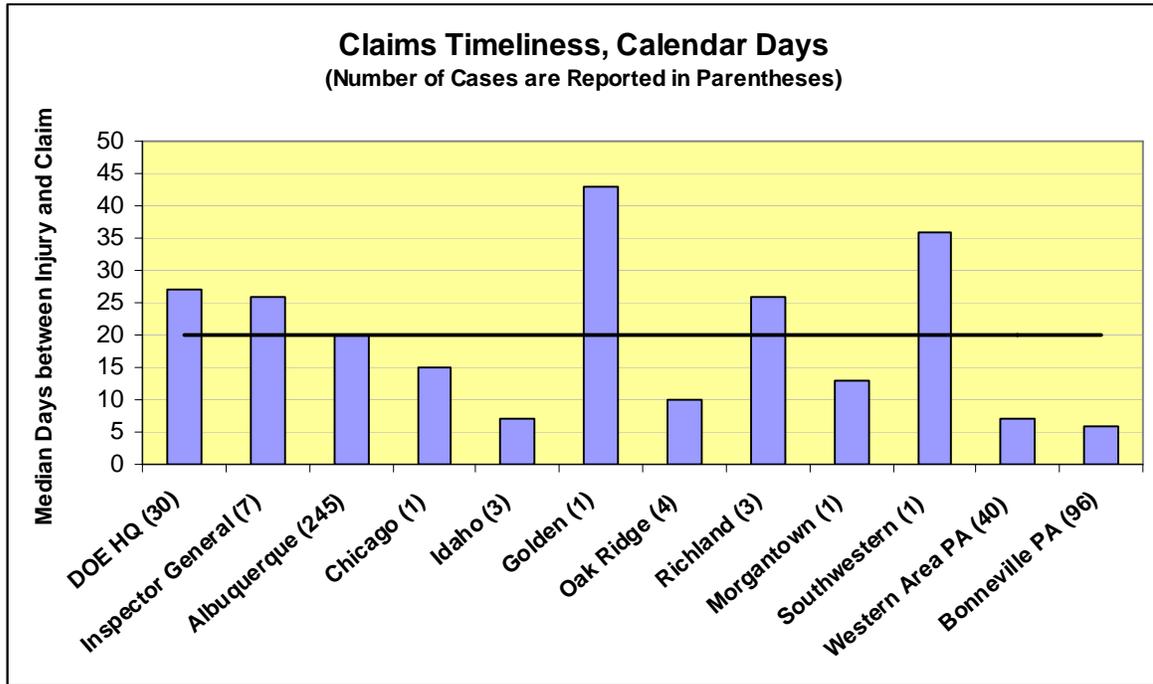
FY06 New Baseline	FY07 Perf	FY08 Target	FY08 CUM LPD	FY08 Q4 LPD	FY08 Q3 LPD	FY08 Q2 LPD	FY08 Q1 LPD
22.1	30.3	21.7	14.6	12.8	15.3	15.5	14.9

Goal 1: DOE failed to meet the FY 2008 target for total case rates. The biggest contributor to this gap was the contagious skin disease detected within OST. Most of those who submitted a claim for this illness did not have it, but were medically screened and provided preventative treatments. Without this incident, the DOE rate would have been 1.92 instead of 2.93. This still misses the target, but is the lowest rate DOE has achieved during FY 2003–FY 2008.

Goal 2: DOE improved its lost time case rate from FY 2007, but did not achieve the target goal. Many of the lost time injuries were strains or traumatic injuries associated with falls or materials handling. Local initiatives to prevent these types of injuries include stretching programs at BPA and awareness campaigns at DOE Headquarters.

Goal 3: After four years of timeliness improvements, DOE slipped in FY 2008, falling to the lowest on-time claims filing rate since FY 2003. Two organizations, WAPA and BPA, maintained or improved their timely filing. Together, they filed 136 claims with a median time of 7 days. The other two locations with the largest numbers of claims, DOE Headquarters and Albuquerque, submitted more than half of their claims after 20 days. The sharp fall off in timeliness is largely attributable to the 149 OST skin disease cases that were claimed more than 10 days after the incident. Analysis of the timeliness by location is shown in the graph below:

**Figure 2.1. FY 2008 DOE OWCP Claims Timeliness, based on OWCP Reporting Categories**



Goal 4: DOE experienced a sharp reduction in lost production days to a rate of 14.6, meeting its SHARE goal of 21.7—half of last year’s rate. Reducing lost time case rates (Goal 2) directly impacts the lost production day rate, but the modest improvements in lost day case rates this year cannot account for the entire drop. Further analysis at the sub-agency level is needed to determine the cause of this decrease.

**b. SHARE Programs/Initiatives**

DOE continually strives to provide safe working conditions for all of its employees. DOE’s injury rates are less than two-thirds that of the Federal Government average, despite its role in handling highly dangerous weapons and nuclear and radiological materials. Procedures dictate safe work practices.

The DOE FEOSH program in HSS has revitalized interactive communications with field FEOSH representatives to explore safety issues across the Department. Quarterly teleconferences address topics submitted by the representatives.

HSS periodically provides updates and analyses of safety performance to senior DOE management including the Deputy Secretary. These presentations address trends and provide top management insights into safety performance issues. Further, the reports serve to keep senior management aware of progress in meeting the Department’s SHARE goals.

One initiative for FY 2009 is an employee safety perception survey, currently being piloted among 600 HSS employees and contractors. HSS management has committed to work with employee representatives to address areas of weakness that the survey may reveal. Another initiative is to prepare revisions to DOE Orders that address roles and responsibilities and recordkeeping.

DOE will share the results of the claims timeliness with each of its program offices and encourage them to be more proactive in requiring employees to report all work-related injuries and illnesses. The program offices will also work with their claims offices to discover and correct sources of inefficiency.

## ***B. Motor Vehicle / Seat Belt Safety***

### **a. Number of motor vehicle accidents experienced by employees in FY 2008**

DOE is aware of 18 motor vehicle accidents involving Federal employees. The OWCP data contain 11 injury claims associated with motor vehicle accidents. The DOE reporting systems are used inconsistently to report motor vehicle accidents. CAIRS previously included a reporting requirement for motor vehicle accidents along with their cost, but eliminated the requirement about ten years ago. ORPS is used for reporting if the motor vehicle accident impacts DOE operations, but is not used consistently to report offsite accidents. As a result, DOE does not have consistent motor vehicle accident data. Clarification in CAIRS reporting codes will be addressed in the DOE Order 213.1A rewrite in FY 2009. The numbers reported here were extracted from the OWCP, ORPS, CAIRS databases, plus inputs submitted by DOE program offices for the purpose of this report.

#### *DOE Program Offices/Headquarters*

Six motor vehicle accidents were reported in FY 2008 involving DOE Headquarters personnel. Five of the six occurred in the Washington metropolitan area, with two of the six on DOE property. Two of the six accidents resulted in OWCP claims. MA is researching online defensive driving courses, which could be available to Headquarters employees in the second quarter of FY 2009. EM is aware of only one motor vehicle accident involving an EM Federal employee. SC reported no motor vehicle accidents in FY 2008.

#### *Field Offices*

A serious bus accident at INL in January 2008 injured many contractor workers. Whiteout snow conditions contributed to the four-vehicle crash. The bus service, FY 2008 DOE Annual Occupational Safety & Health Report (12-31-08) 22 of 38 used by both Federal employees and contractors, eliminates many cars on these roads during the long commutes from town out to the laboratory.

NNSA's OST submitted two motor vehicle accident injury claims.

EM's Moab, Utah Uranium Mill Tailings Remedial Action (UMTRA) reported one incident in March 2008, where a Federal employee encountered icy road while driving on the expressway and slid into the concrete dividing barrier. The car received extensive damage, but there were no injuries.

#### *Power Marketing Administrations*

WAPA had one fatality due to a two-vehicle accident. The employee was a passenger in a WAPA vehicle; the driver of the other vehicle was also injured. The road they were traveling on was very dusty, and the following vehicle did not see the vehicle in front stop at a stop sign and collided into it. Both driver and passenger were wearing seat belts. Conclusions and Judgments of Need based on the accident report have been sent to each region to develop corrective action plans. Needs included enhancing current driver training programs and researching means to reduce driving hazards. A second accident occurred on September 24, 2008, resulting in one injury.

BPA submitted five OWCP claims for injuries and one fatality sustained in motor vehicle accidents. These were separate events.

The table below summarizes motor vehicle accidents and associated costs. The number of accidents was extracted from DOE ORPS and CAIRS data. Injuries are extracted from these data, plus OWCP claims. DOE does not have a central rollup database for vehicle costs or liability claims.

**Table 2.2. Motor Vehicle Accidents, FY 2007-08**

	<b>FY 2007</b>	<b>FY 2008</b>	<b>Change</b>
<b>Number of motor vehicle accidents experienced by employees</b>	14	18	+4
<b>Number of accidents resulting in personal injury</b>	12	11	-1
<b>Number of accidents resulting from emergency response and disaster recovery operations</b>		0	0
<b>OWCP costs of accidents</b>	\$23,563	\$3,440	-\$20,123
<b>Vehicle repair costs due to accidents</b>	N/A	N/A	
<b>Amount of liability claims against the agency due to accidents</b>	N/A	N/A	

**b. Mechanisms in place to track the percentage of seat belt usage by employees**

DOE requires seat belt usage when driving on DOE property and when operating a vehicle on official business. Two surveys in the late '90s showed Federal employee seat belt usage was 89 percent and 93 percent and improving. Motor pool and site security law enforcement personnel reports point to seat belt FY usage currently at 98 percent or higher. A formal survey has not been conducted recently due to this high confidence of conformance. Seat belt use is emphasized throughout DOE as part of other general safety promotion efforts throughout Headquarters and field safety programs.

**c. Efforts taken to improve motor vehicle safety and seat belt usage**

Shortly after a commuter bus at INL suffered a crash with serious contractor injuries and a separate icy weather motor vehicle crash killed a contractor with Oak Ridge National Laboratory, the Chief Health, Safety and Security Officer issued a Department-wide memorandum acknowledging these injuries and loss, and challenging all employees to resolve to be safer drivers. The memorandum also listed tips for driving safely.

Some program offices, such as the Office of Legacy Management (LM), require Federal and contractor personnel who operate government vehicles to take a National Safety Council Defensive Driving Course. The course emphasizes use of appropriate safety equipment such as seat belts.

BPA is conducting a 4-hour course on safe driving for all of its motor vehicle operators in 2009. BPA is also conducting a survey of driver attitudes for all motor vehicle operators and will follow up with any who do not score in the “Safe Zone” of the survey.

*Field Offices*

RL established a team tasked with pursuing a Hanford traffic safety enforcement process similar to processes used at other DOE sites. The team contacted other DOE sites and found several sites using traffic reader boards equipped with traffic radar devices and cameras to record date, time, speed and license plate information of traffic violators. The collected data is provided to the appropriate contractor for disciplinary action. CBFO has an established Vehicle Safety Program to protect drivers and passengers in government-

owned or leased motor vehicles and powered industrial equipment (i.e., fork trucks, tractors, platform lift trucks, and other similar specialized equipment).

At the EM Separations Process Research Unit (SPRU) in New York, motor vehicle safety initiatives included installation of crosswalks at SPRU office trailer and contractor work areas, installation of warning signs at contractor work areas, and use of radar speed signs.

Idaho Operations Office participated with its contractors in a Define, Observe, Intervene, and Test activity focusing on vehicle speeds in parking lots and around office buildings, and on seat belt awareness and usage. Baseline seat belt use was established in the initial "observation," and once the intervention occurred (i.e., a seatbelt awareness education blitz), the retest showed a significant increase in seat belt usage. The education efforts that followed resulted in a significant decrease in vehicle speeds, increased awareness of pedestrian traffic, and improved performance relating to vehicles yielding to pedestrians.

#### *Power Marketing Administrations*

At SWPA, back up alarms have been installed on all large vehicles and trucks, and all work vehicles have seat belts. Standard operating procedures are in place stating requirements for safe backing of vehicles. WAPA will follow up on the recommendations made in the accident investigation report on its motor vehicle fatality.