Safety culture and reporting practice on Danish ships in the Danish International Ships Register (SADIS)
The puzzling background of SADIS

<table>
<thead>
<tr>
<th>Nationality of injured seafarers</th>
<th>Total number of identified accidents</th>
<th>Time at risk</th>
<th>Accident rate per 1,000 years at sea</th>
<th>Crude IRR</th>
<th>Adjusted IRR (95% CI)</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Europeans</td>
<td>321</td>
<td>3038</td>
<td>106</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>East Europeans</td>
<td>73</td>
<td>820</td>
<td>89</td>
<td>0.84 (0.65-1.09)</td>
<td>0.65 (0.50-0.85)</td>
</tr>
<tr>
<td>South East Asians</td>
<td>68</td>
<td>1670</td>
<td>41</td>
<td>0.39 (0.30-0.50)</td>
<td>0.29 (0.22-0.38)</td>
</tr>
<tr>
<td>Total</td>
<td>462</td>
<td>5528</td>
<td>84</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Incidence of accidents and adjusted IRR aboard Danish cargo ships in international trade in 2003 among different nationality categories. Only accidents which could be merged with a specific employment are included. The adjusted IRR includes adjustment for ship size, charge and age.  
SADIS’ purpose

To clarify factors which may explain the differences in injury rate between Danish seafarers and their foreign colleagues. — In order to direct future preventive measures towards the most relevant factors.
Perspective

- The challenges of globalized workplaces
  - Regulations
  - Equality and ethics
  - Collaboration across nationalities
  - Collaboration across nations
Difference in accident rate

Reporting praxis

Top level

CASES

Individ level

Safety culture

group level
Design, quantitative part

- DMA – Danish Maritime authorities
- Danish Shipowners Accident Insurance Association
- Refusion from DMA to shipping companies
- Radio medical journals
Programme

Safety Culture

Reporting practices

Interviews

Generating statistical data

Analysis

Reporting of occupational accidents

Voyages

Case interviews

Quantitative methods

Qualitative methods

Formidling

Report

Report

Final report

1/3 10 1/9 10 1/3 11 1/9 11 1/3 12 1/9 12 1/3 13

Quantitative methods

Qualitative methods

Formidling

Report

Report

Final report

1/3 10 1/9 10 1/3 11 1/9 11 1/3 12 1/9 12 1/3 13
Reasons (Preliminary)

- Reporting system: Possible skewed under reporting of some injuries (back, knee) – but under reporting so far:
  - Four Danes (two from Faroe islands)
  - Three Indians
  - One Filipino
- National work practice: Danes might work more independently and take more risks
Reasons (preliminary)

• National safety practice: Filipinos take better care because their families depend on them
• Labour market conditions: Filipino seafarers in international shipping are selected among many (more)
• Employment conditions: Differences in time on board, contract, job security, influence
Manila part

• Factors which might contribute to a different safety or reporting practice:
  • Training
  • PEME
  • Manning agencies
  • Union
  • National migration strategy
• Interviews for case studies of not - or late - reported accidents
Manila Part

Two chapters for our final report:

• The organizational network around a seafarer in the Philippines. Research question: *What are the important actors in Manila for a seafarer working on a Danish ship?*

• Factors contributing to a Filipino seafarers reporting and safety practice. Research question: *What are the most important factors for a Filipino seafarer’s reporting and safety practice?* – Possibly: Flag state, Manning agency and perceived vulnerability.
Thank you!