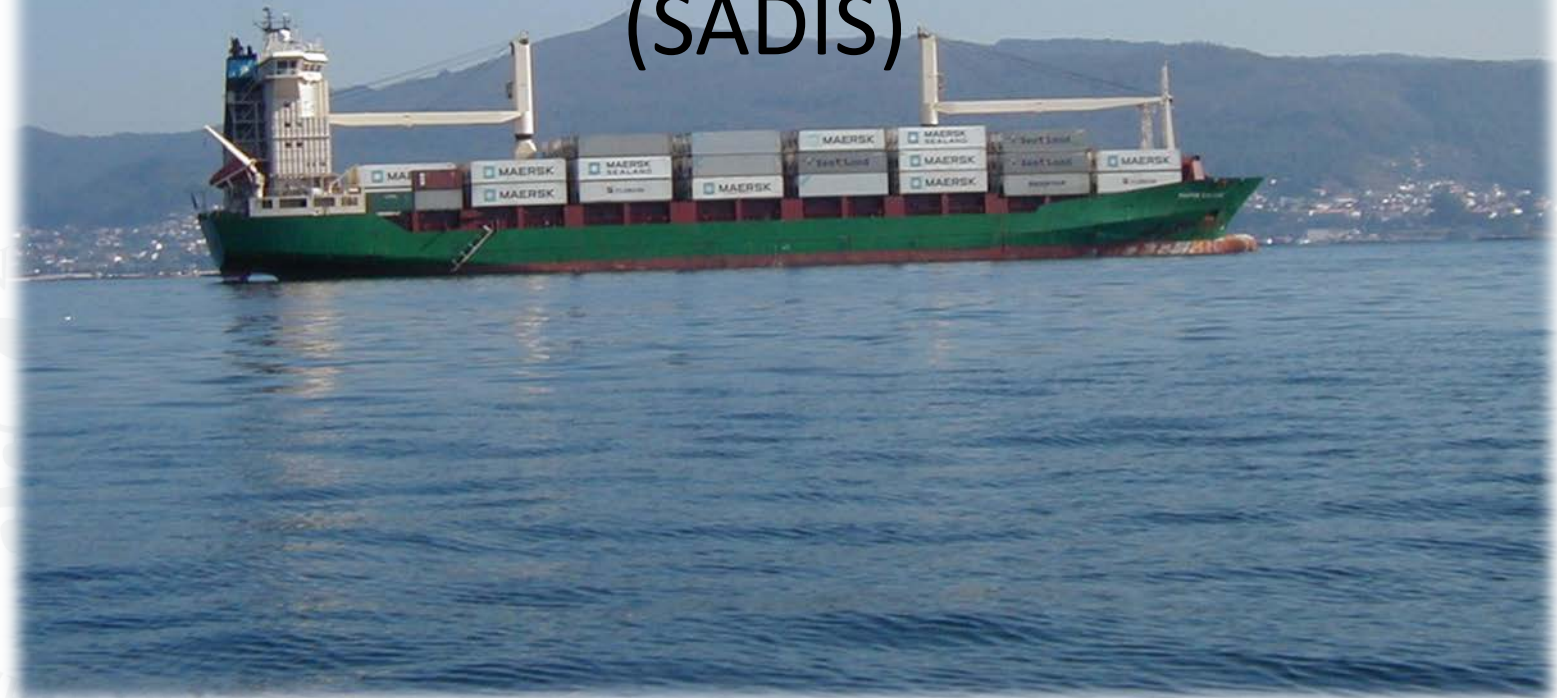




# Safety culture and reporting practice on Danish ships in the Danish International Ships Register (SADIS)





# The puzzling background of SADIS

Nationality of injured seafarers	Total number of identified accidents	Time at risk	Accident rate per 1.000 years at sea	Crude IRR	Adjusted IRR (95% CI)
West Europeans	321	3038	106	1	1
East Europeans	73	820	89	0.84 (0.65-1.09)	0.65 (0.50-0.85)
South East Asians	68	1670	41	0.39 (0.30-0.50)	0.29 (0.22-0.38)
Total	462	5528	84		

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.

(Hansen et al, International Maritime Health, 2008, vol. 59)



# 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.*



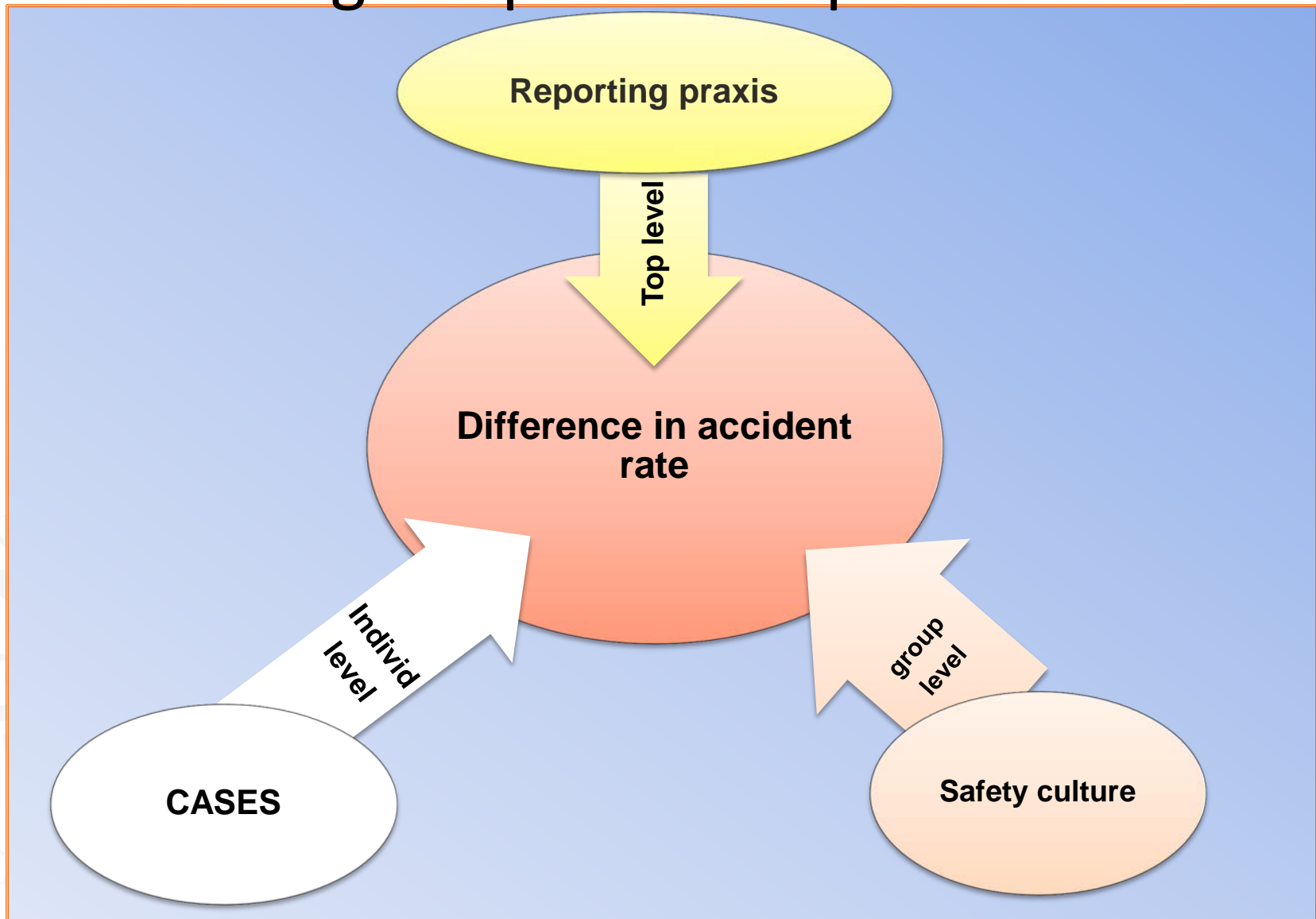


# Perspective

- The challenges of globalized workplaces
  - Regulations
  - Equality and ethics
  - Collaboration across nationalities
  - Collaboration across nations

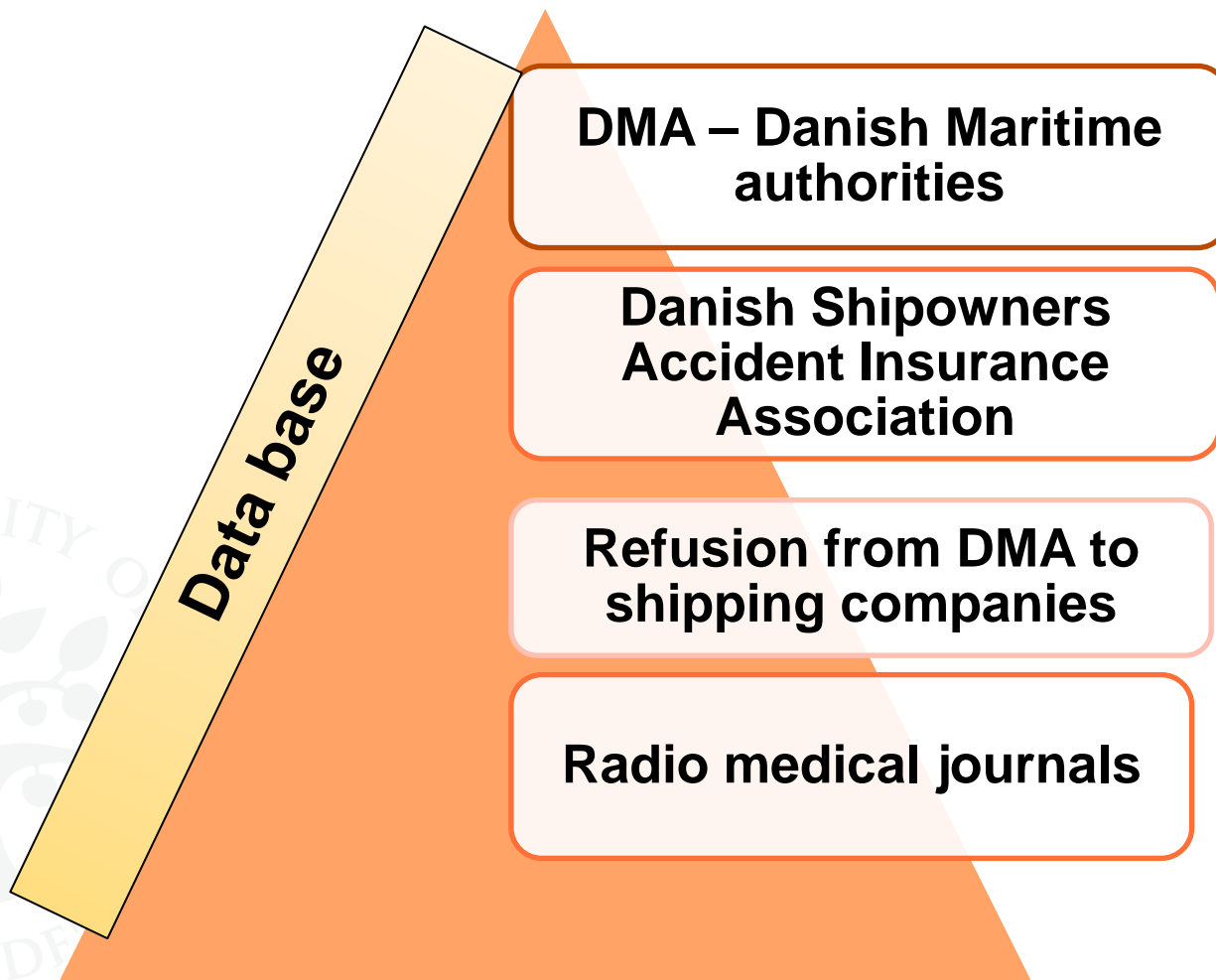


# Design – qualitative part

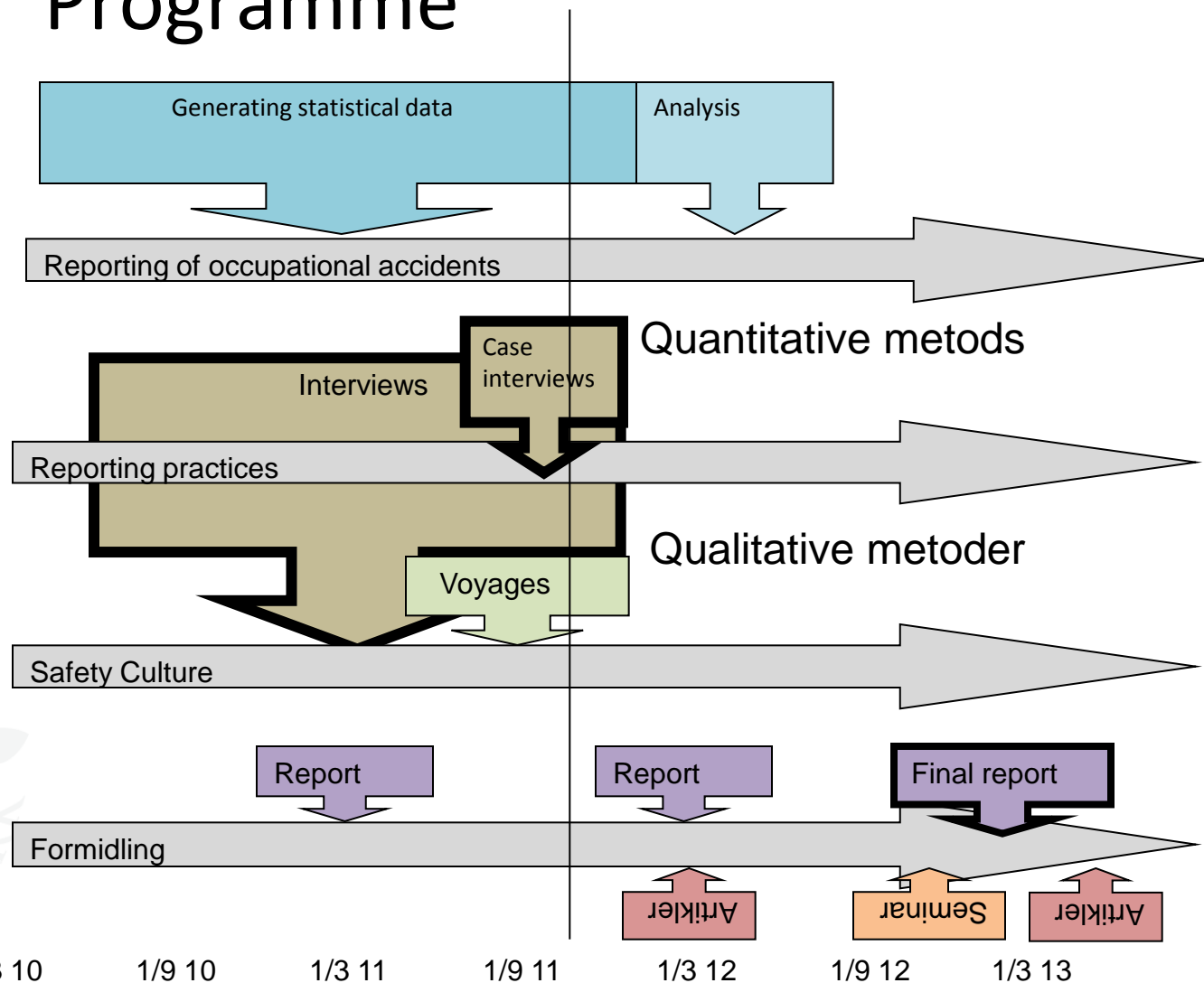




# Design, quantitative part



# Programme







# 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!

