



Australian Government
**Seafarers Safety, Rehabilitation
and Compensation Authority**

Seacare HSR Forum 2009

Seacare Scheme Safety Performance

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Australian Government
**Seafarers Safety, Rehabilitation
and Compensation Authority**

- Fatalities
- Jurisdiction
- Claims
- Rehabilitation and RTW
- OHS Incidents
- Premiums



Fatalities

Three work-related fatalities during 2008-09 – first fatalities in scheme for 14 years

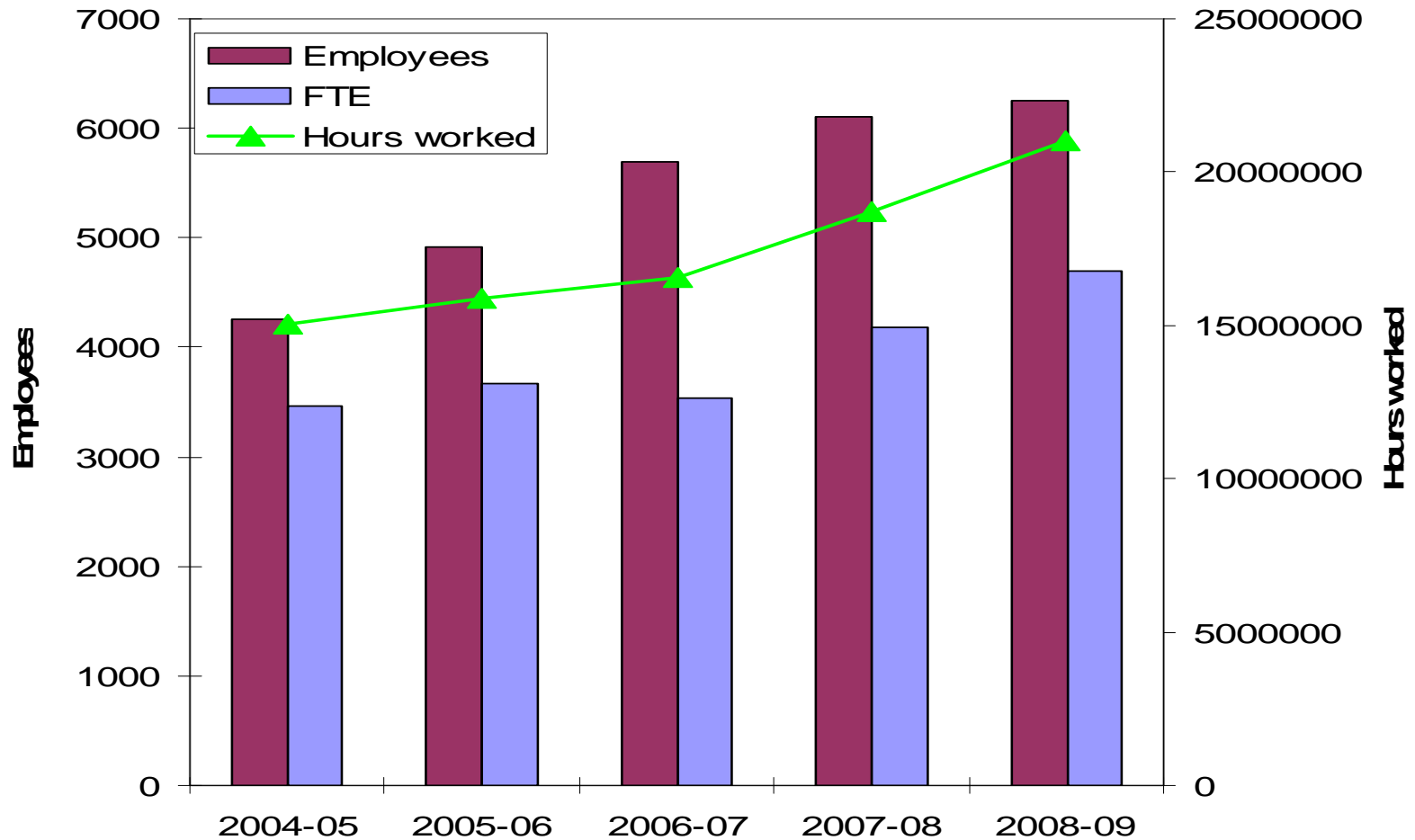
- *Spirit of Esperance* - 24 November 2008 (Reportable under OHS(MI) Act and potentially compensable under Seafarers Act)
- *Karratha Spirit* – 24 December 2008 (Reportable under NOPSA and potentially compensable under Seafarers Act)
- *Oceanic Discoverer* – 20 February 2009 (Reportable under OHS(MI) Act but under s20A exemption from Seafarers Act)



Scheme Performance Data Sources

- Workers' Compensation claims – Seacare Authority, SWA (CPM)
- Employee and Ship Details – Seacare Authority
- OHS Incident Notifications - AMSA
- RTW Monitor – Campbell Research & Consulting
- Actuarial advice – Taylor Fry

Seafarers Act Coverage





Seacare Claims Data 2008-09

Claims accepted	188
-excluding property and journey claims	184
-one day or more lost time	
-injury and disease	145 (Seacare target metric)
-injury	96 (LTIFR metric)
-one week or more lost time	
-injury and disease	141
-injury and MSD	124 (SWA target metric)
FTE Employees	4,692
Employees (head count)	6,255
Hours worked	21,012,117



Data Definitions

Incidence Rate:

Accepted claims per 1000 FTE

Accepted claims/FTE*1000

$$145/4692*1000 = 30.9$$

Frequency Rate:

Accepted claims per 1 million hours worked

Accepted claims/hours worked*1,000,000

$$141/21,012,117*1,000,000 = 6.7$$

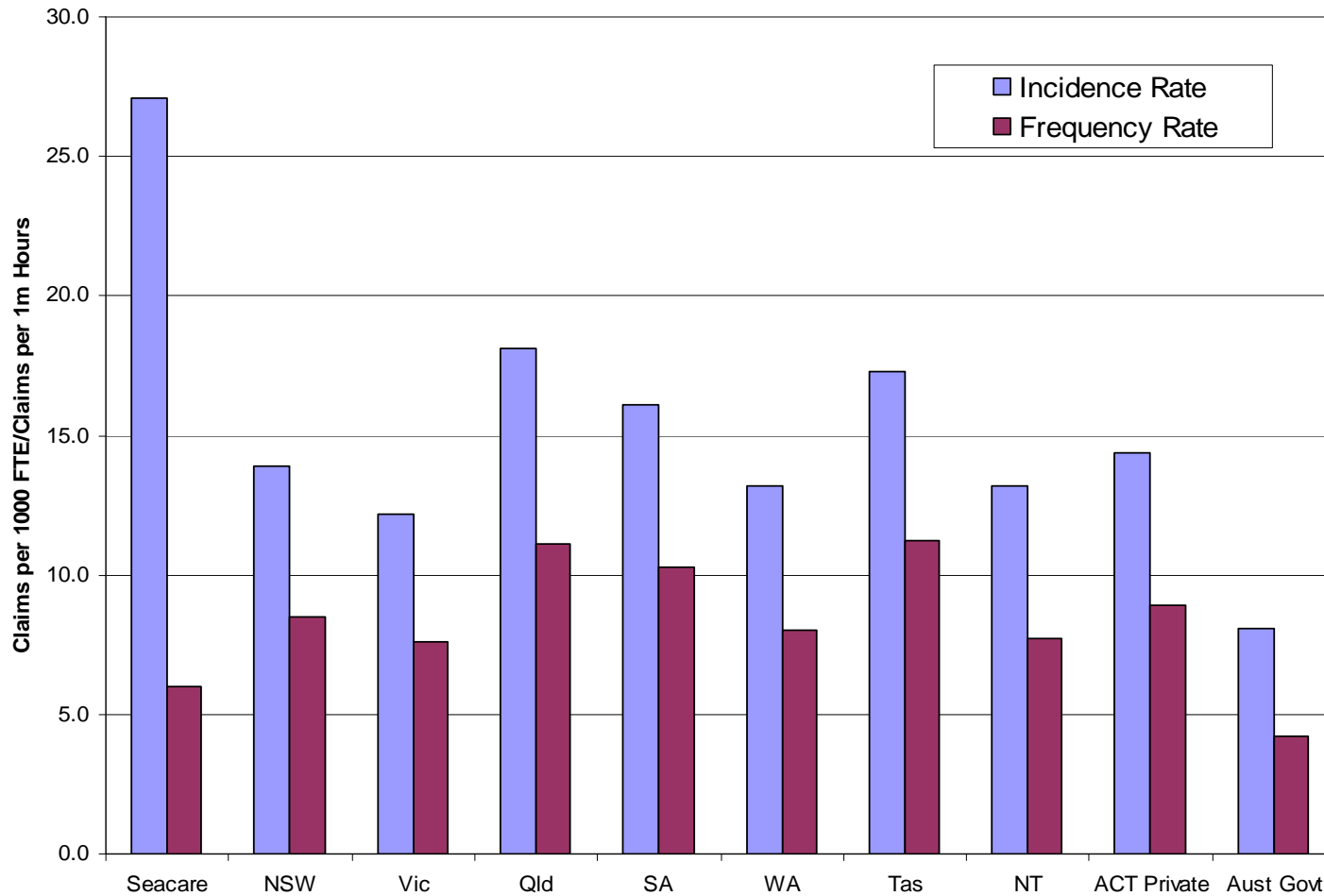
Lost Time Injury Frequency Rate (LTIFR):

Claims with lost time per 1 million hours worked

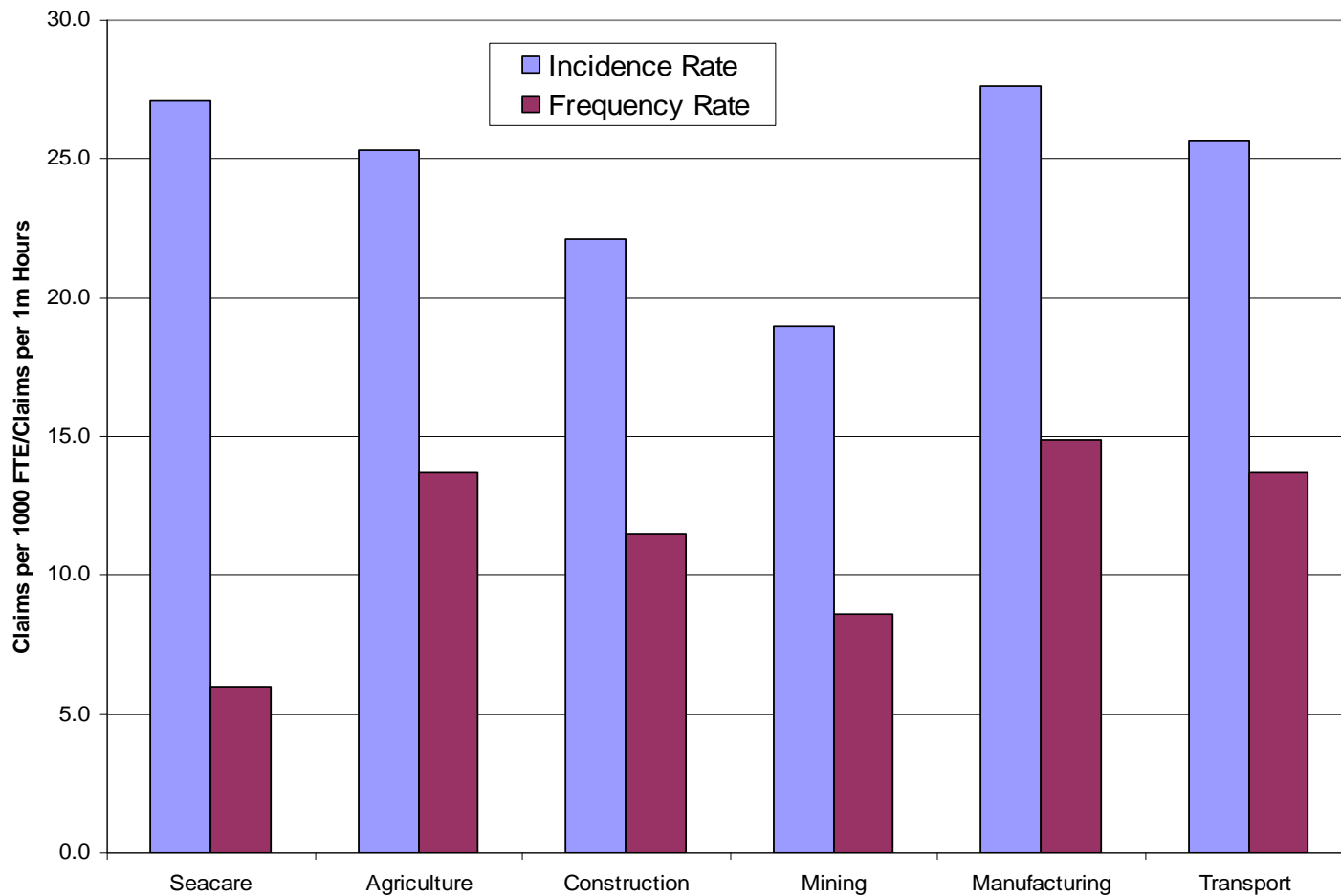
Lost time claims/hours worked*1,000,000

$$96/21,012,117*1,000,000 = 4.6$$

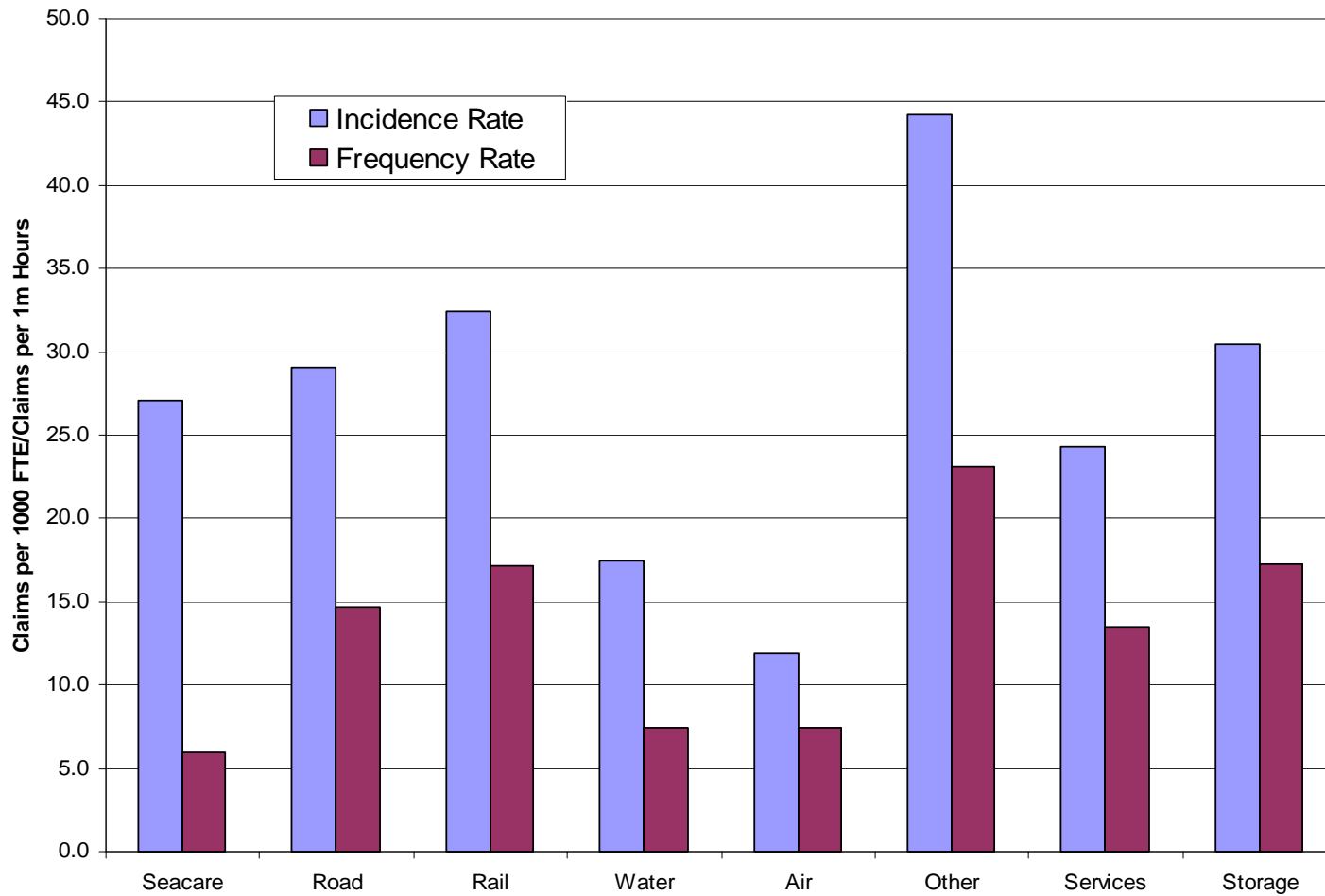
Scheme Comparisons - 2006-07

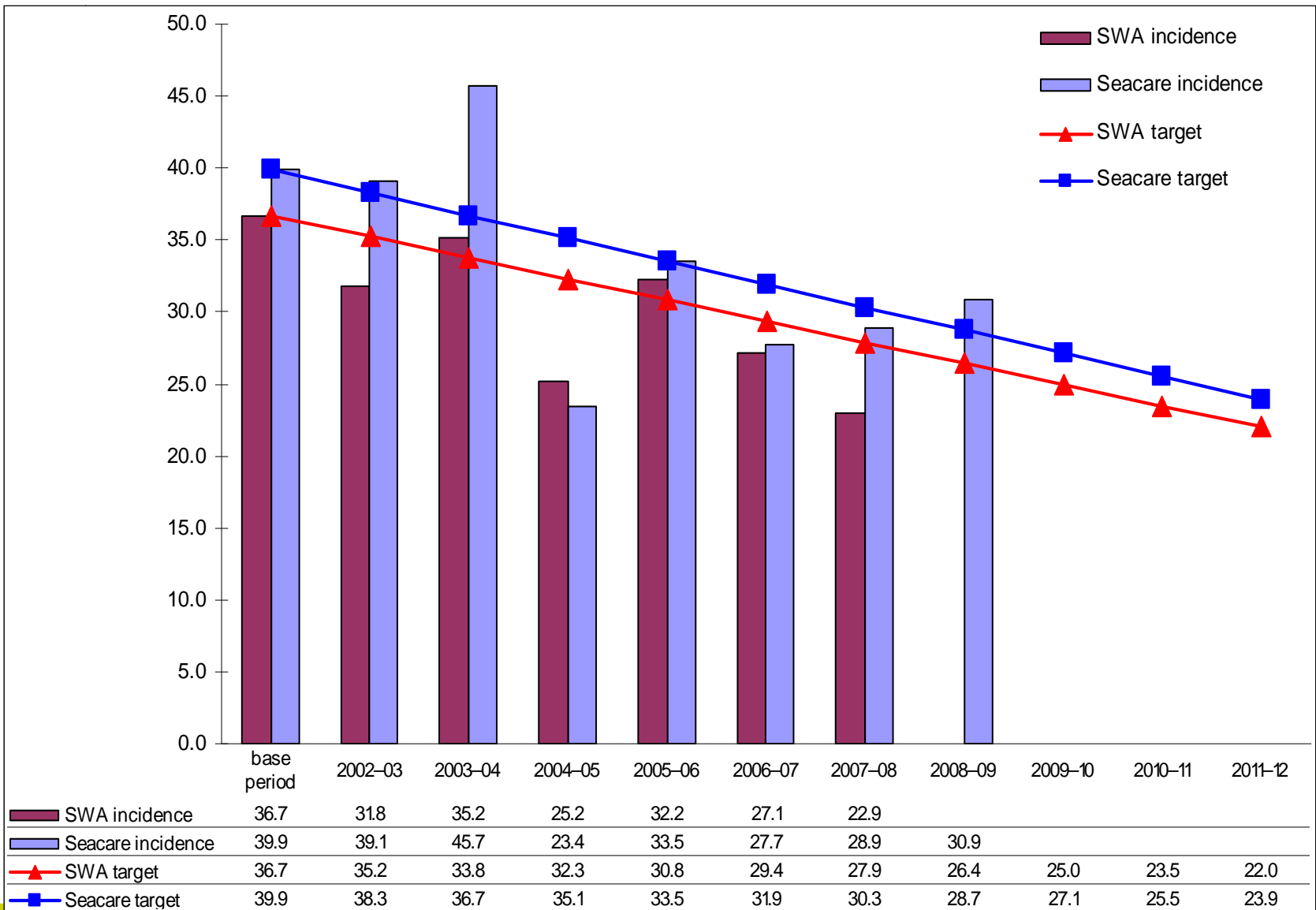


Industry Comparison - 2006-07

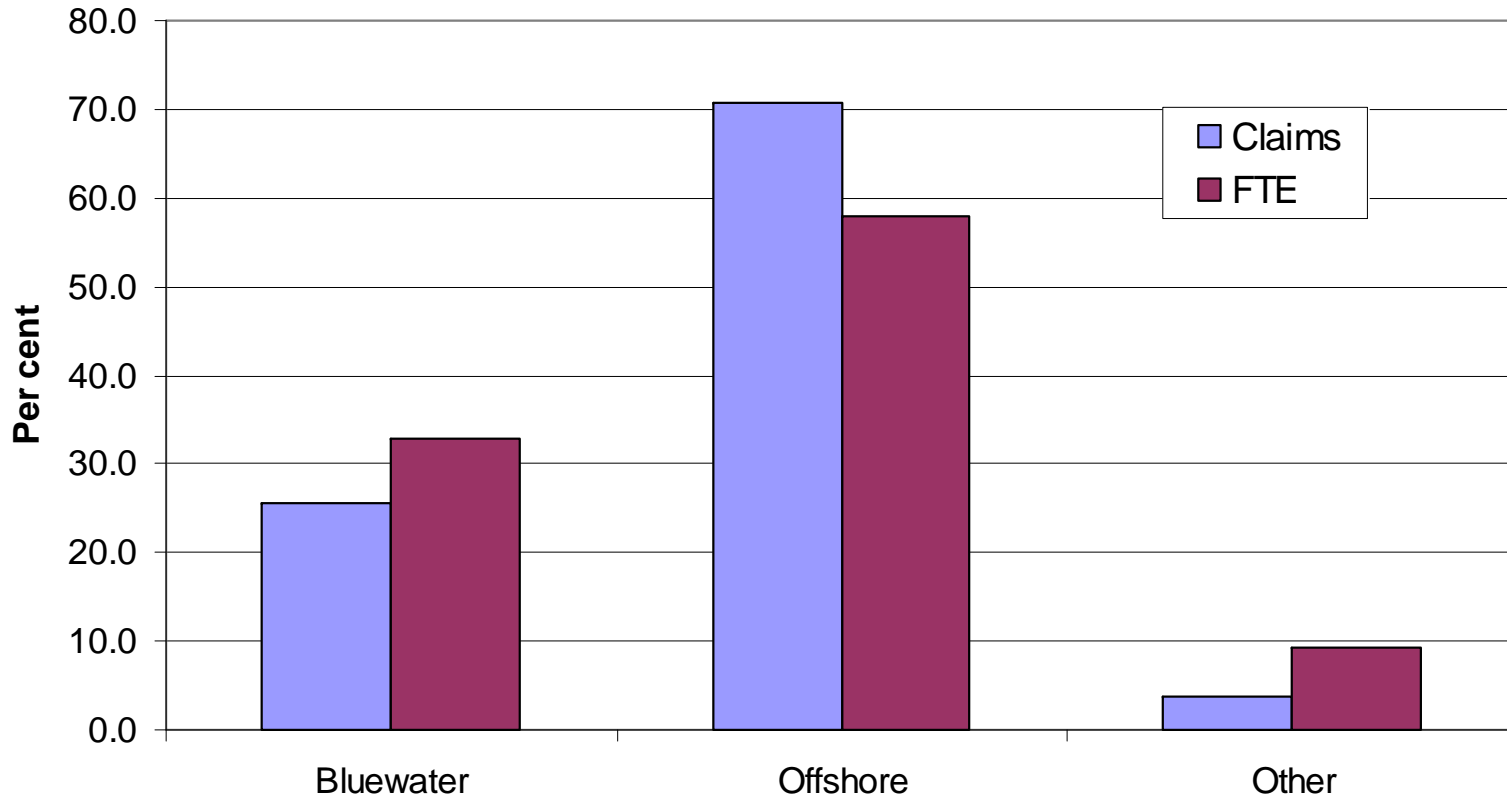


Transport Industry Comparison - 2006-07

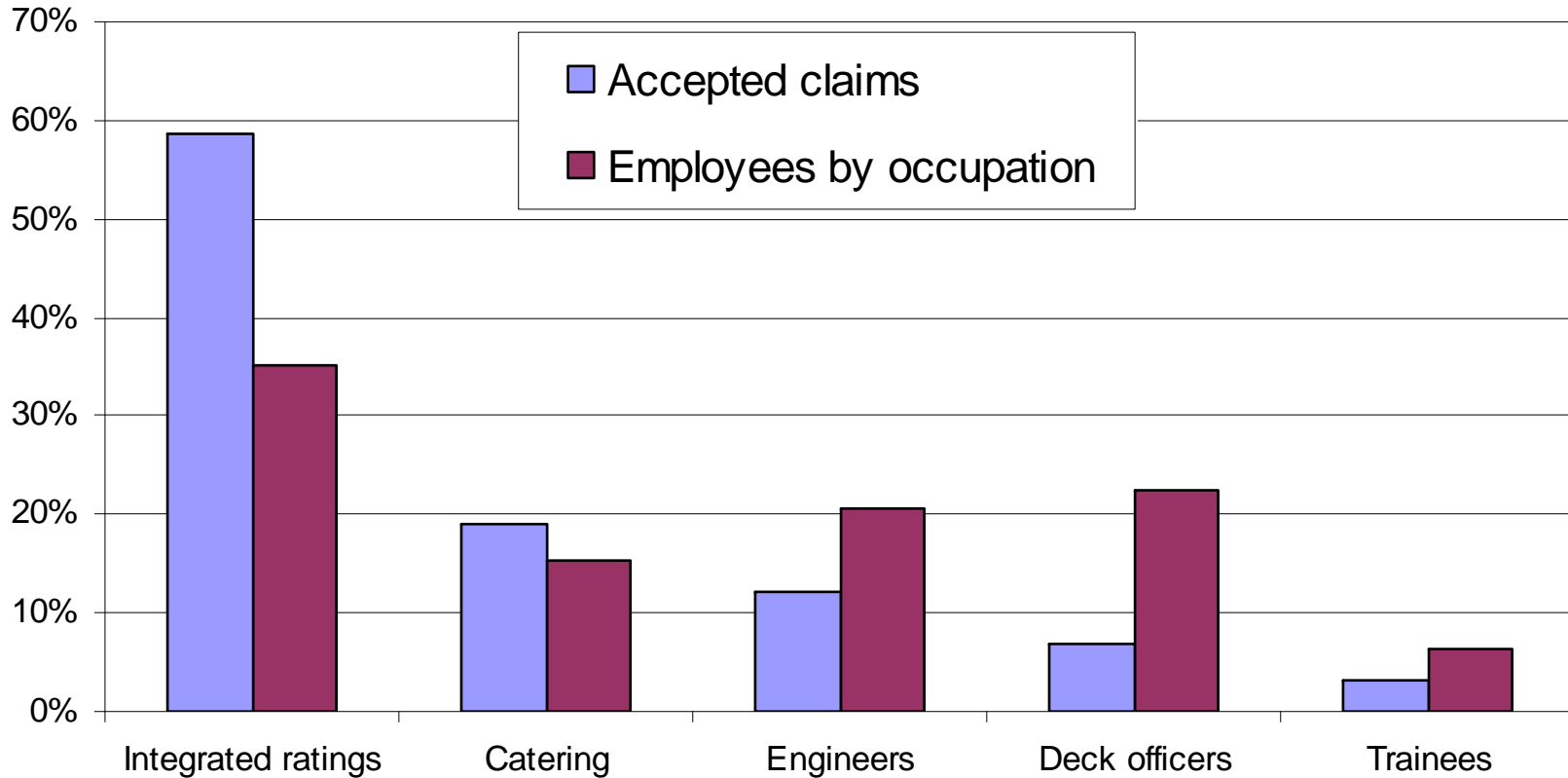




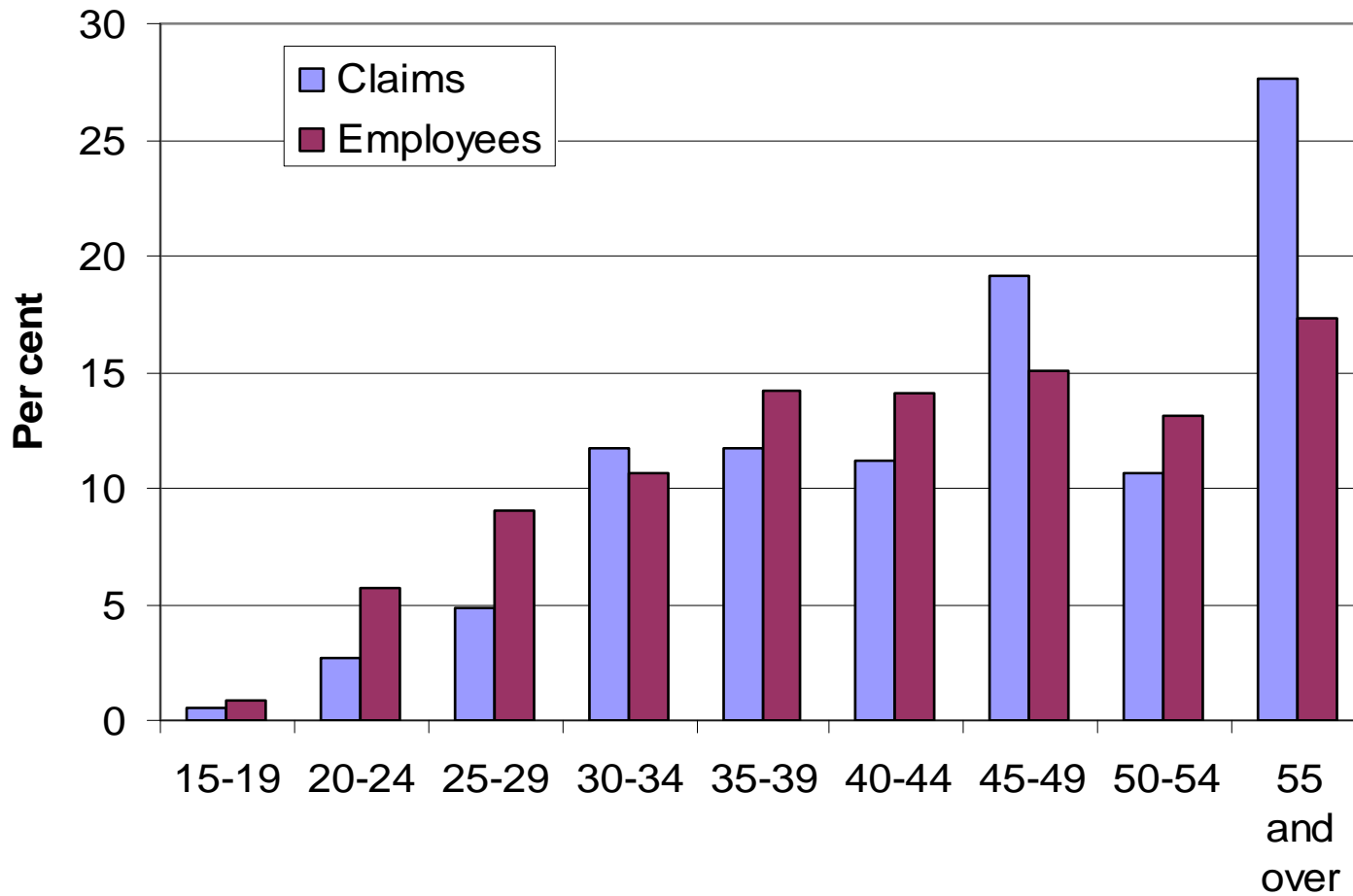
Accepted Claims by Sector 2008-09



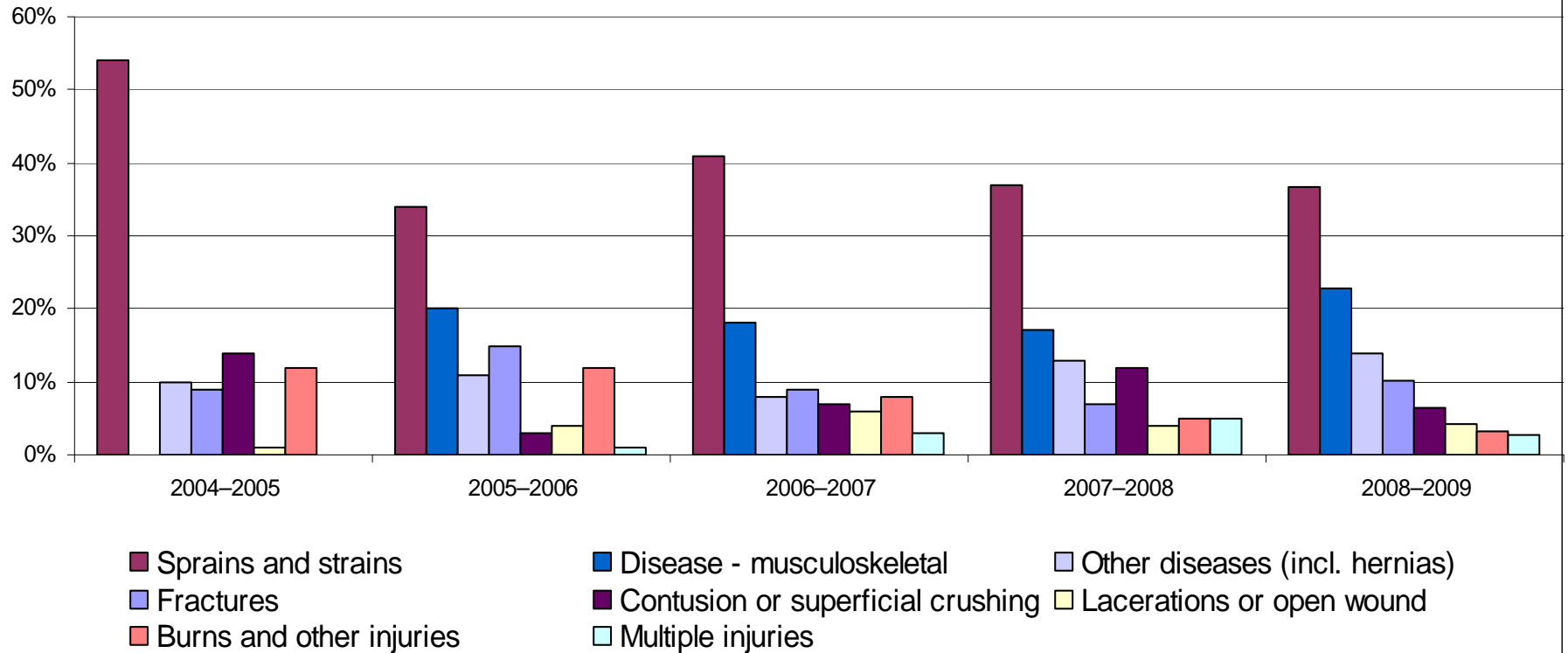
Claims by Occupation 2008-09



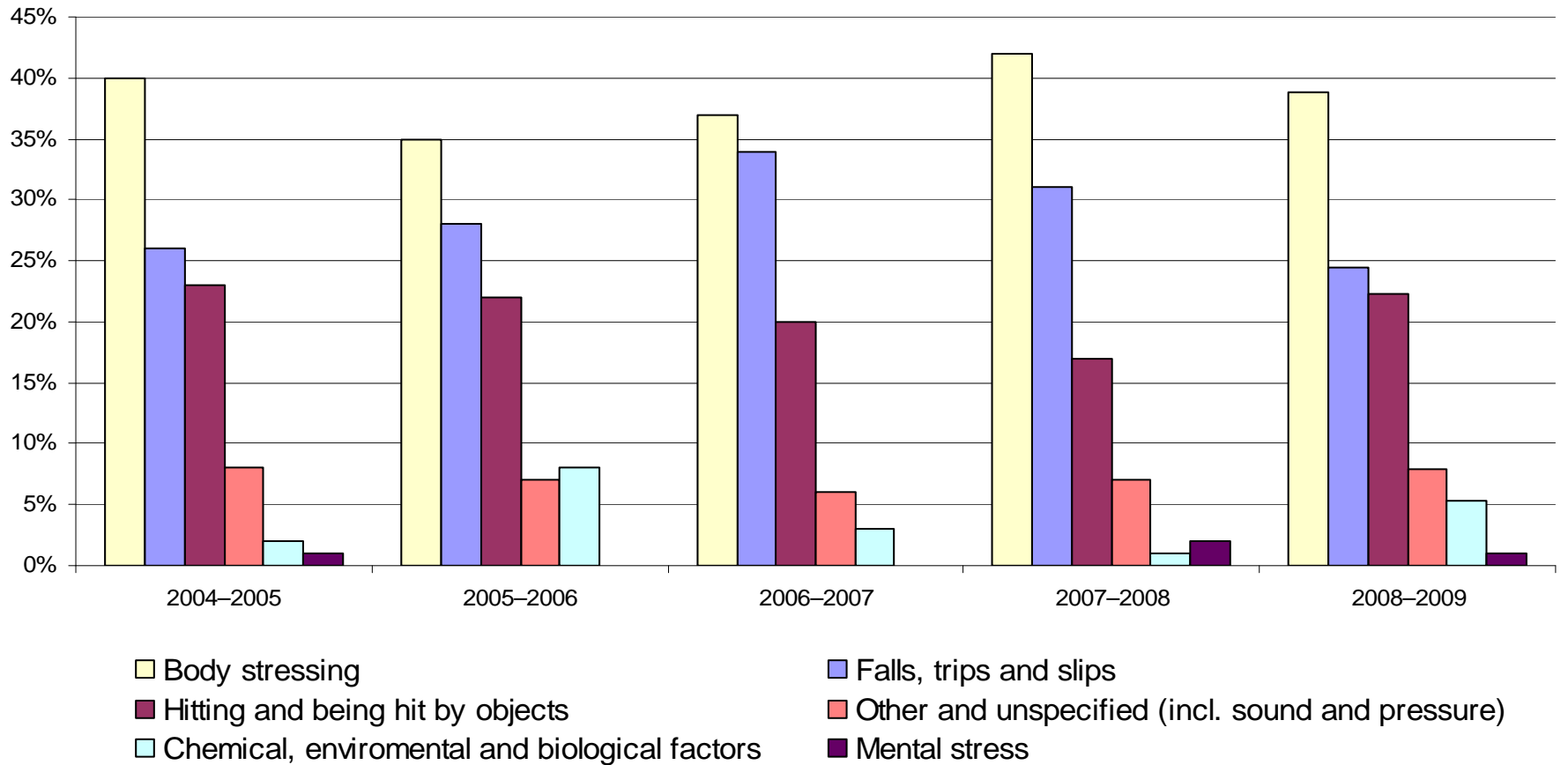
Accepted Claims by Age Group 2009-09



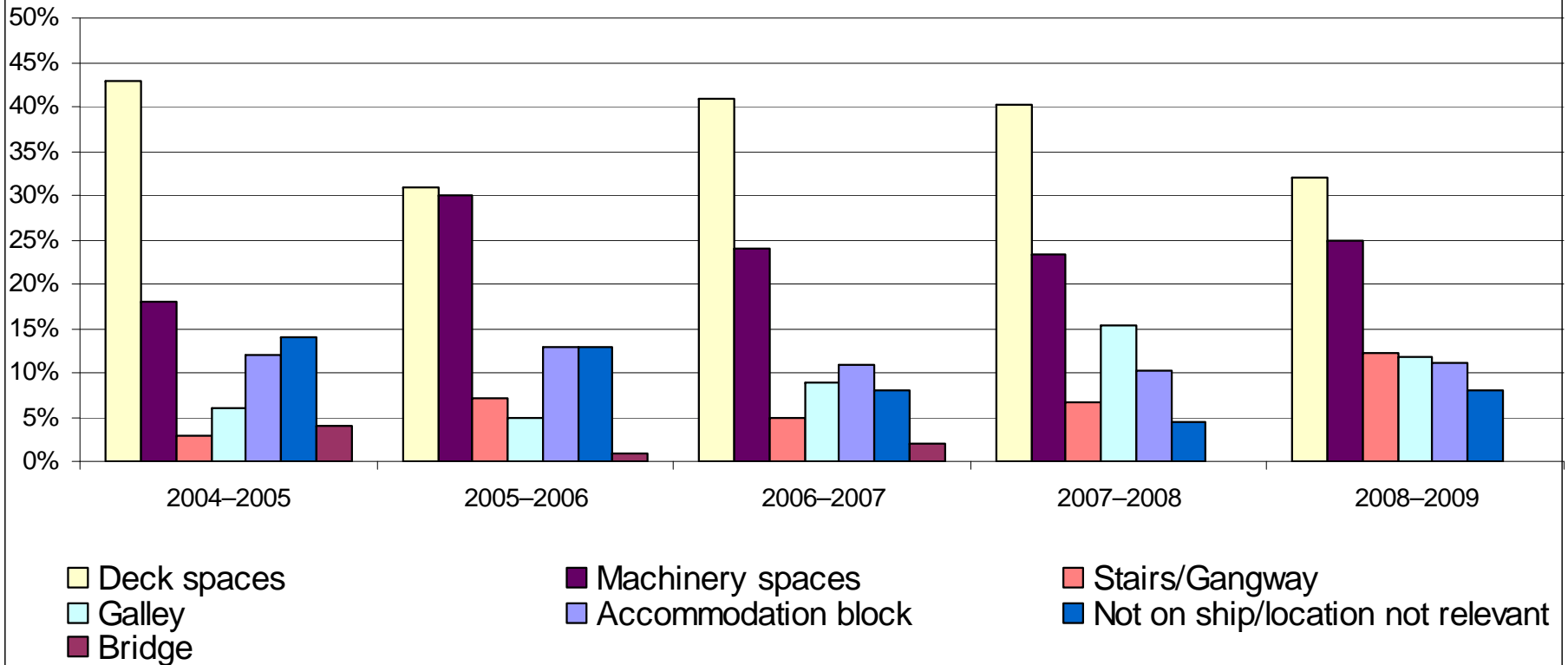
Claims by Nature of Injury 2008-09



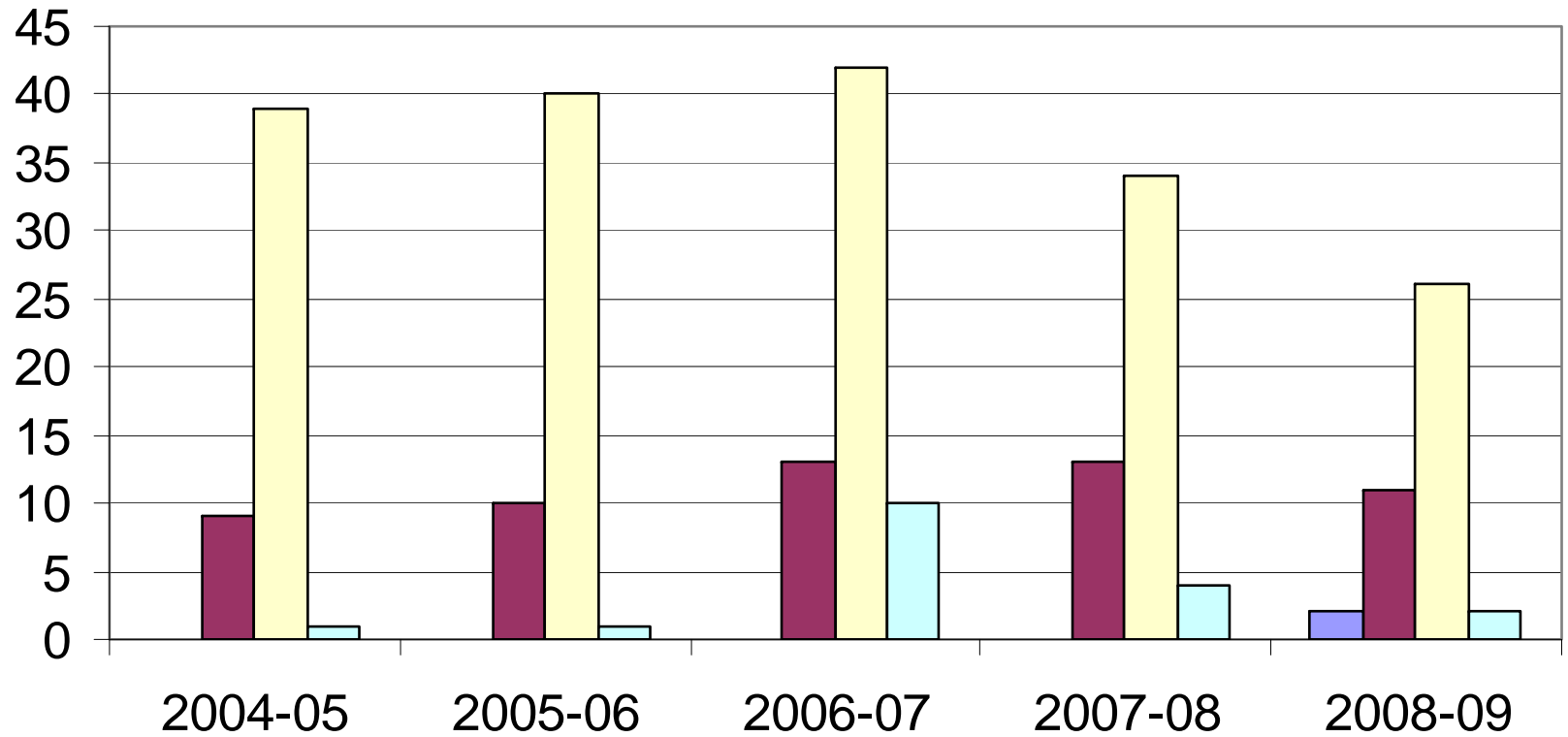
Claims by Mechanism of Incident 2008-09



Claims by Location on Vessel 2008-09

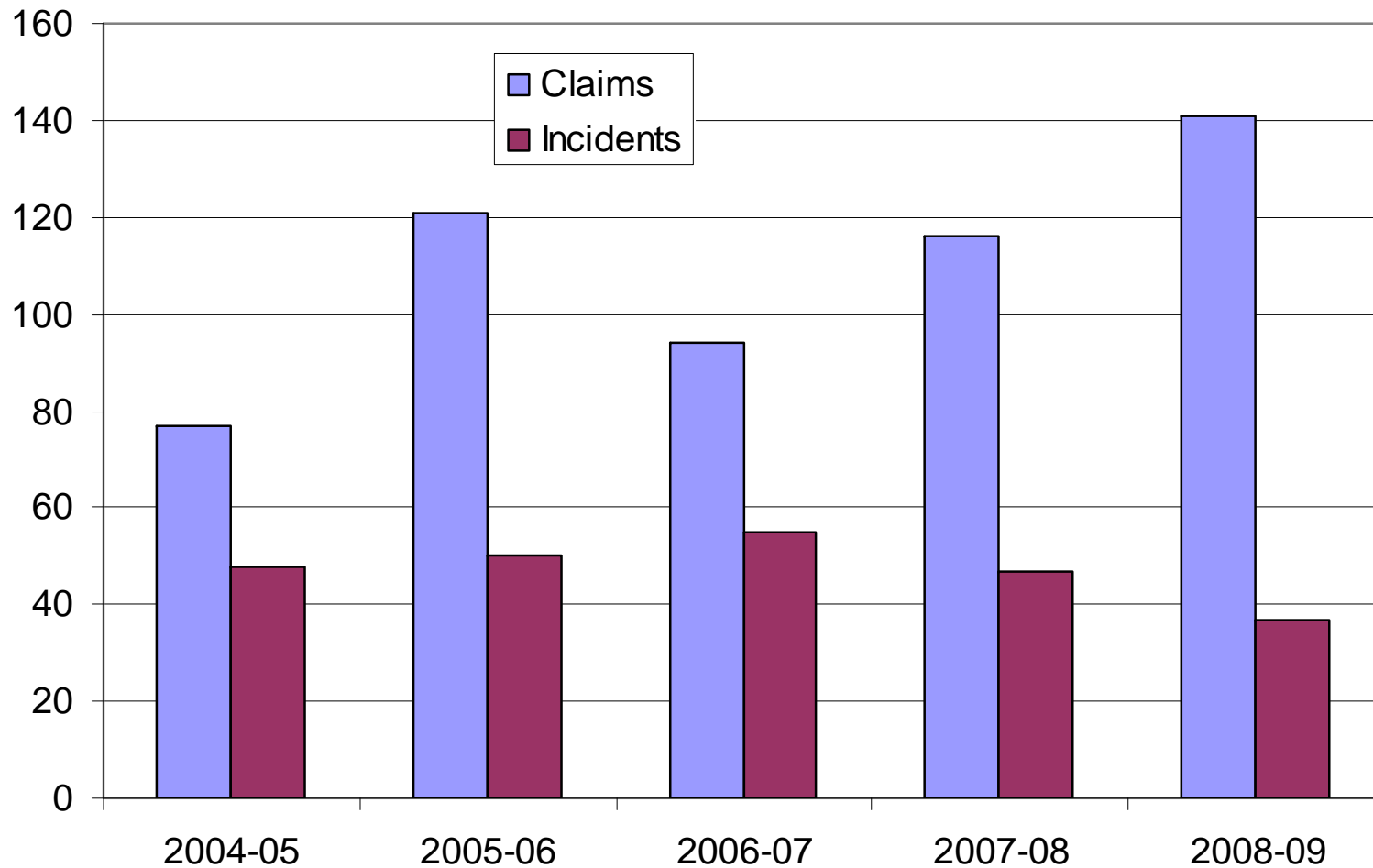


OHS Incident Notifications

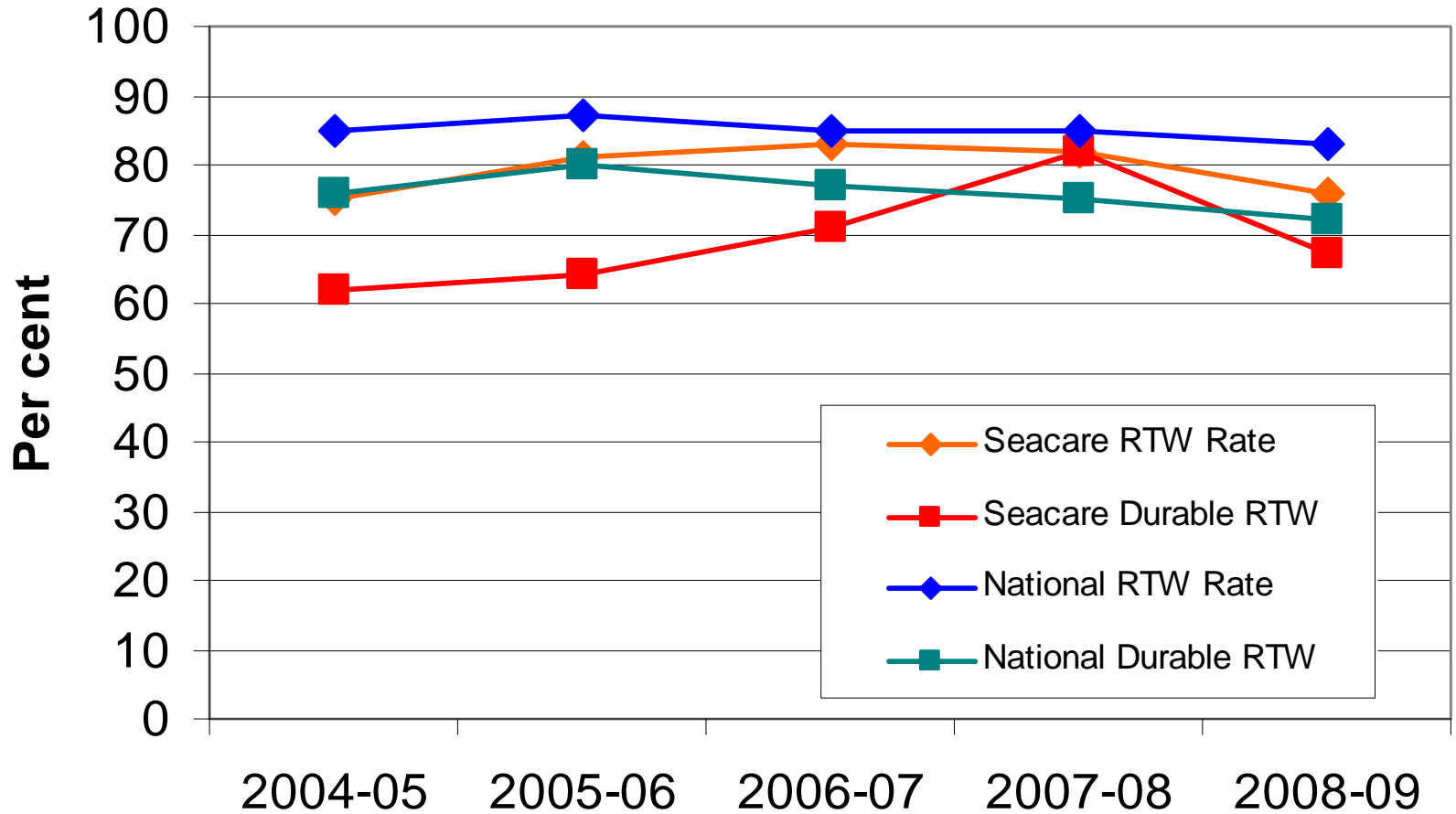


■ Deaths ■ Serious Personal Injury ■ Incapacity 5 days+ ■ Dangerous Occurrence

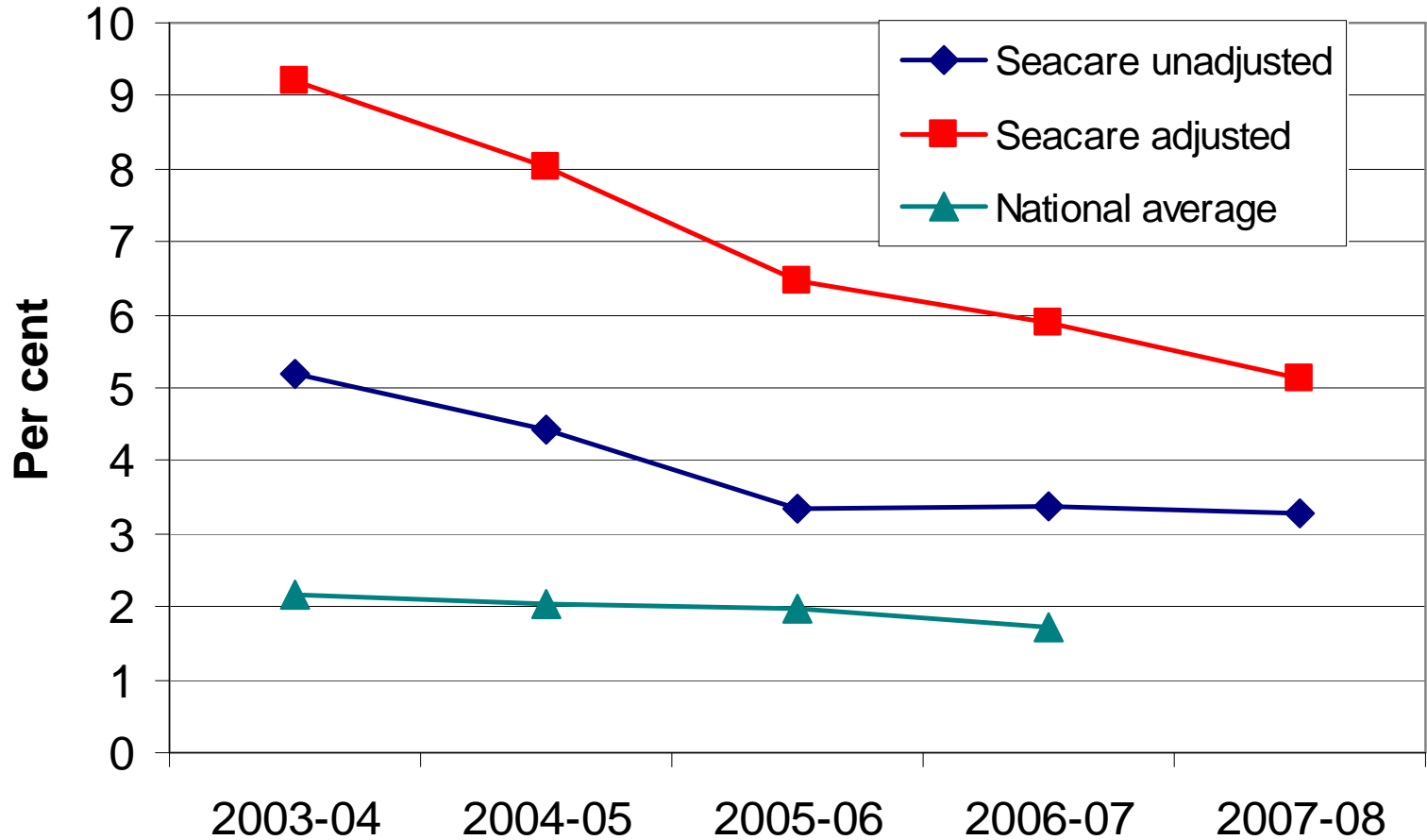
Claims Vs OHS Incidents



RTW Rates



WC Premium Rates





To Sum up

- Three fatalities in the scheme in 2008-09 – after 14 fatality free years
- Increase in claims incidence in past two years, targets may not be achieved in future
- Claims incidence and frequency comparable to similar high-risk industries and transport sector
- Claims incidence higher in Offshore sector
- Claims incidence higher in older age groups
- ‘Sprains and strains’ and ‘Musculoskeletal disease’ remain most common nature of injury
- Deck and machinery spaces most common location on the vessel for an injury to occur
- OHS Incidents Notifications decreasing and indicate a level of under-reporting
- RTW Rates below National average
- Average Premium rates falling but well above National average