

THE COST OF CONTINUING BUSINESS AS USUAL

Safety and Risk Management

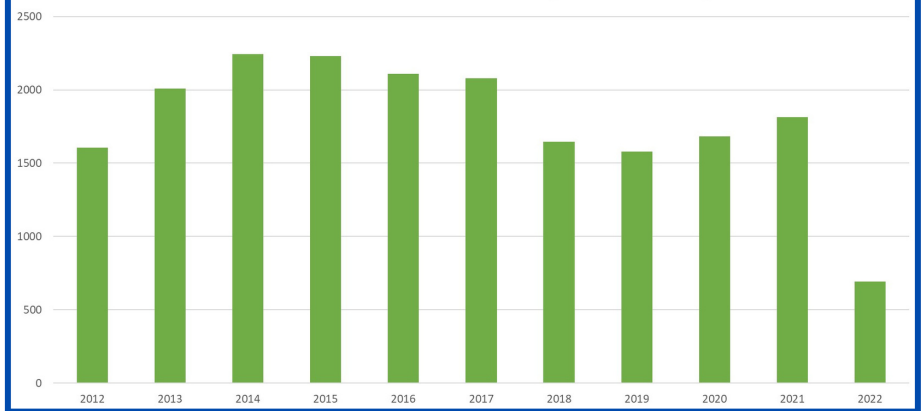
MISHAP Costs (last 5 years)

Total: \$4.25B, 24 deaths

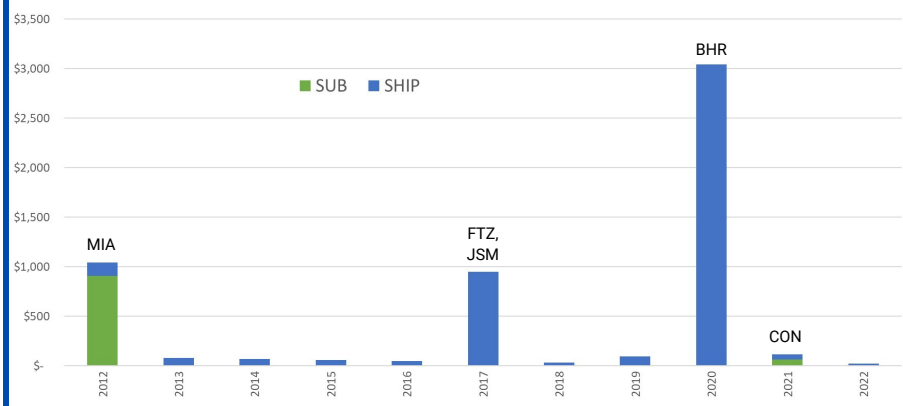
| | |
|-----------------------|-------------------|
| Engineering | \$100M |
| Navigation/Seamanship | \$552M, 17 deaths |
| Fire/Flooding | \$3.1B |
| Small Boat Operations | 1 death |
| Falls/MOB | 6 deaths |
| Combat Systems | \$15M |



TOTAL MISHAPS (COUNT)



TOTAL MISHAPS (COST, \$M)

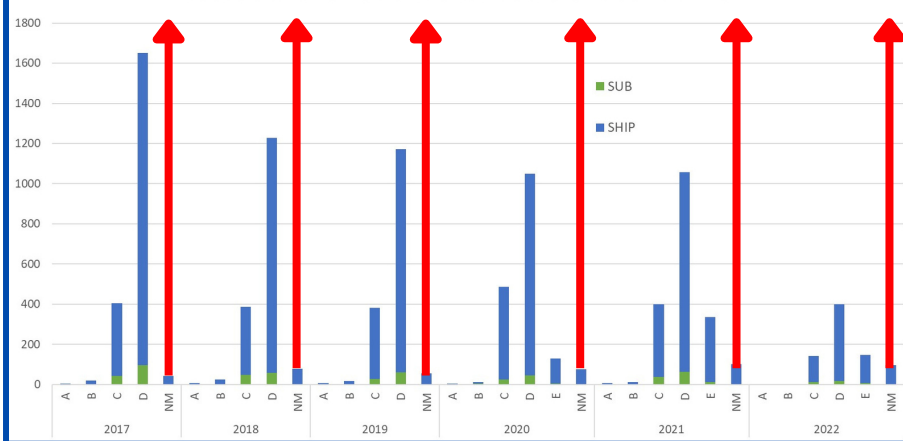


Risk Transference

- Other units surging
- Missed maintenance periods
- Increased OPTEMPO
- Increased ITEMPO
- Compressed training cycle



MISHAPS & NEAR MISS TRENDS



Redefining the Pinnacle Event

- Each MISHAP is preceded by 20 near misses
- Expect 35,000 near miss reports per year
- Full transparent reporting enables predictive analysis and leading indicators of risk



'Leave no redundancy on the pier' was a cultural shift for the surface fleet to drive positive change in material readiness for deployment. CASREPs and JSNs are the communication tool. Mishaps, HAZREPs and near-miss reporting are the analogous levers within safety and risk management.

(turn over)



NAVSAFECOM KEY CONCERNS

Fire Prevention and Non-Compliance

Where we were.



USS MIAMI (2012)

What still went wrong?



USS BONHOMME RICHARD (2020)

What about today?



USS MILWAUKEE (2022)

Results:

Total loss of sub, \$1B investment, 10 operational years, prompted NAVSEA 8010

Key Factors and Recommendations:

- Fire Safety Council
- Hot Work Authorization Process
- Complex, Frequent, Varied Drills
- Command and Control
- Defense in Depth

Results:

Total loss of ship, \$3B investment, 22 operational years, prompted Major Fires Review

Key Factors and Recommendations:

- HAZMAT Stowage/Handling
- Loss of Ships' Force Ownership
- Inadequate Zone Inspections
- Initial DC Response
- Lack of DC Knowledge
- Lack of Critical Self-Assessment
- Command and Control

Results:

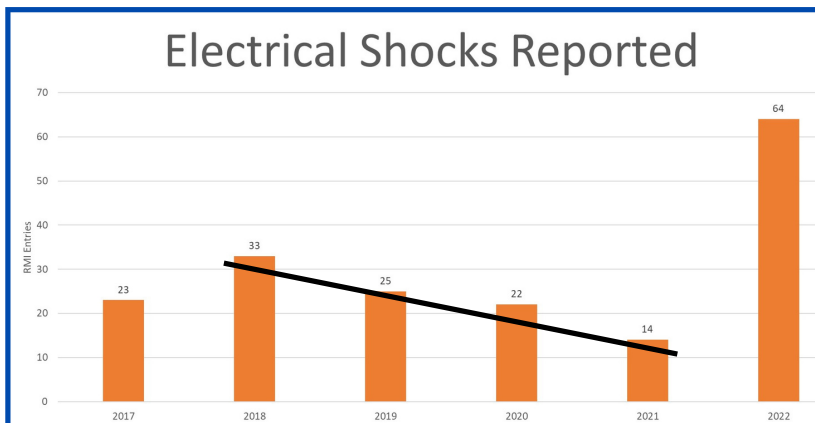
Significant damage Class B mishap, SIB directed

Key Findings:

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Electrical Safety

What NAVSAFECOM saw in RMI



What TYCOM saw and said (June 22)

FM COMNAVSURFOR SAN DIEGO CA
TO ALNAVSURFOR

...

SUBJ/PERSONAL FOR COMMANDERS,
COMMANDING OFFICERS, OFFICERS-IN CHARGE
--ELECTRICAL SAFETY.//

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GENTEXT/REMARKS/1. From September 2021 to March 2022 there were more than 50 reported electric shocks across the Surface Force. The common factor was a failure to adhere to Force Electrical Safety Program requirements...



WHAT'S THE DIFFERENCE?

