DIRECTIVE NUMBER: 2015-20 (CPL 04)  EFFECTIVE DATE: October 1, 2014

SUBJECT: Local Emphasis Program for Ship/Boat Building and Repair

REGIONAL IDENTIFIER: Philadelphia Region III

ABSTRACT

Purpose: This notice continues a Local Emphasis Program for Ship/Boat Building and Repair in the Norfolk Area Office.

References: CPL 04-00-001 Procedures for Approval of Local Emphasis Programs (LEPs); CPL 02-00-025 Scheduling System for Programmed Inspections; CPL 02-00-150 Field Inspection Reference Manual

Cancellations: None.

State Impact: None.

Action Office: Norfolk, Virginia Area Office.

Originating Office: Norfolk, Virginia Area Office.

Contact: Dan Dewease
Norfolk Area Office
Federal Building, Room 614
200 Granby Mall
Norfolk, VA 23510-1819

By and Under the Authority of

MaryAnn Garrahan
Regional Administrator
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SHIP/BOAT BUILDING AND REPAIR LEP

I. **Purpose.** This notice continues an LEP for water transportation services in the geographical area encompassing Virginia towns, cities and counties.

II. **Scope.** This notice applies to the Norfolk Area Office.

III. **References.** Procedures for Approval of Local Emphasis Programs (LEPs) CPL 04-00-001; CPL 02-00-025 Scheduling System for Programmed Inspections CPL 02-00-025; and the Field Operations Manual CPL 02-00-150)

IV. **Expiration.** This notice expires on September 30, 2016.

V. **Action Information.**
   A. **Responsible Office:** Norfolk Area Office
   B. **Action Office:** Norfolk Area Office
   C. **Information Office:** Philadelphia Regional Office

VI. **Action.** OSHA Compliance Personnel shall ensure that the procedures contained in this directive are followed when conducting inspections in this LEP.

VII. **Background.** Traditionally, the ship/boat building and repair industry has had a very high occupational injury, illness and fatality rates. In its Five-Year Strategic Plan, OSHA has targeted ship/boat building and repair as one of five industries where the agency will concentrate its efforts in order to significantly reduce workplace injuries and illnesses.

**OSHA Instruction CPL 02-00-025,** Inspection Scheduling for Maritime, states that the maritime industry is made up of several industrial activities and due to the unique differences among the industries, several scheduling methods are necessary. Recognizing the differences in conducting water transportation services operations in a large port where for example, many stevedores generally conduct longshoring operations, and on rivers and other waterways, where loading and unloading by a single employer is generally involved, water transportation services inspections may be scheduled either by port area or by employer.

The U.S. Bureau of Labor Statistics (BLS) compiles worker safety and health data, including the Days Away, Restricted or Transferred (DART) incidence rates for maritime activities. Its five recent years of available data, calendar years 2008 through 2012, are presented below in Table 1 for (NAICS) code 336611 (Ship building, Repairing), 488320 (Marine Cargo Handling), 488330 (Navigation Services to Shipping), 488310 (Port and Harbor Operations), 488390 (Other Support Activities for Water Transportation), 336612 (Boat Building), 811490 and 713930 (Marinas).

The national average DART incidence rate for Port and Harbor Operations, Marine Cargo Handling, Shipbuilding and Repair and Boat Building activities far exceeds the rate for general industry and construction.
Table 1

<table>
<thead>
<tr>
<th>Calendar Year</th>
<th>Private Industry Average</th>
<th>Construction Industry Average</th>
<th>Port &amp; Harbor Operation</th>
<th>Marine Cargo Handling &amp; Operating</th>
<th>Navigation Services to Shippers</th>
<th>Ship Building &amp; Repair</th>
<th>Other Support Activities for Water</th>
<th>Boat Building (336612)</th>
<th>Marina (713930)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>2.0</td>
<td>2.5</td>
<td>4.6</td>
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<tr>
<td>2012</td>
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<td>-</td>
<td>6.5</td>
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<td>4.9</td>
<td>1.3</td>
<td>4.1</td>
<td>1.7</td>
</tr>
</tbody>
</table>

*NOTE: Dashes indicate data that do not meet publication guidelines for the Bureau of Statistics, U.S. Department of Labor*

VIII. Procedures. This LEP will be conducted throughout the State of Virginia.

A. The Area Office will develop an inspection register using the Virginia Industrial Directory, knowledge of local establishments, and various directory services.

B. The inspection register will include only establishments with no OSHA inspection history within the past 2 years.

C. Inspections will be scheduled in a manner similar to programmed inspections in the manufacturing sector.

D. Sites will be selected by applying a random numbers table to the list of available sites to develop the inspection register. All sites on the register must be completed before a new register can be developed.

IX. Recording in OIS. The OIS identifier code to be used in OIS will be “BOATPROG”.

X. Outreach

During the course of this LEP the Area Director will ensure an outreach program will continue during the enforcement phase of the program. Outreach activities will be directed to reach as many stake holders in the Area Office’s jurisdiction as is practicable. The purpose of the outreach will be to inform interested parties of the existence, purpose and objectives of this local emphasis program as well as promote employer knowledge and employee awareness of the hazards and acceptable methods of abatement to prevent illness and injuries. The method of outreach is at the Area Director’s discretion and can consist of one or more of the following components:

1. Broadcast mail-outs or program information.
2. Stakeholder meetings.
3. Targeted training sessions.
4. Presentations to the affected group(s).
5. Media press release or e-blast

XI. Evaluation. Not later than October 31, 2014, the Norfolk Area Office will prepare a written evaluation of this LEP in the format specified by OSHA Instruction CPL 04-00-001, Appendix A (CPL 2-0.102A). This program will be evaluated using the following activity measures and outcome measures:

A. Activity Measures
1. Number of inspections conducted.
2. Number, type and classification of violations per inspection.

B. Outcome Measures
1. Reduction in LWDI rates.
2. Implementation of a safety and health program by the companies inspected.
3. Number of employees removed from hazards.

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