



Metropolitan Transportation Authority

Safety Committee Meeting October 2015

Committee Members

T. Prendergast, Chair
F. Ferrer
A. Albert*
J. Ballan
R. Bickford
N. Brown*
A. Cappelli
C. Moerdler
M. Pally
J. Sedore, Jr.
V. Tessitore, Jr*
E. Watt*
N. Zuckerman*

Safety Committee Meeting
2 Broadway, 20th Floor Board Room
New York, NY 10004
Wednesday, 10/28/2015
8:30 - 9:30 AM ET

1. Public Comments

2. Approval of Minutes - July 22, 2015

Safety Committee Minutes - Page 3

3. Report of the MTA Chief Safety Officer

4. 2015 Safety Committee Work Plan

Safety Committee Work Plan - Page 7

5. Enhanced Safety Action Updates

MNR Enhanced Safety Report - Page 11

LIRR Enhanced Safety Report - Page 12

6. Labor/Management Initiatives

Labor Management Initiatives - Page 13

7. Contractor Safety Oversight

Contractor Safety Oversight - Page 38

Date of next meeting, Wednesday, November 18th at 8:30 AM

**Metropolitan Transportation Authority
Minutes of
Safety Committee Meeting
347 Madison Avenue
New York, NY 10017**

**Wednesday, October 26, 2015
8:30 AM**

The following members were present:

**Hon. Thomas F. Prendergast, Chairman & CEO
Hon. Fernando Ferrer, Vice Chairman
Hon. Mitchell Pally
Hon. Allen Cappelli
Hon. Charles Moerdler
Hon. Andrew Albert
Hon. Robert C. Bickford
Hon. James L. Sedore, Jr.
Hon. Neil Zuckerman
Hon. Carl Wortendyke
Hon. Johnathan Ballan
Hon. Vincent Tessitore
Hon. Ira Greenberg
Hon. John Molloy
Hon. Norman Brown**

The following Chief Safety Officers were present:

David Mayer
Anne Kirsch
Cheryl Kennedy
Loretta Ebbighausen
Stephen Vidal
James Foley
Peter Kohner

Carmen Bianco, President, New York City Transit (“NYCT”), Joseph J. Giulietti, President, Metro-North Railroad (“MNR”), Patrick Nowakowski, President, Long Island Rail Road (“LIRR”), Donald Spero, Chief Financial Officer, Triborough Bridge and Tunnel Authority (“TBTA”), and Michael Horodniceanu, President, MTA Capital Construction (“MTA-CC”), Darryl Irick, President MTA Bus/LI BUS also attended the meeting.

Chairman Thomas F. Prendergast called the meeting to order.

PUBLIC SPEAKERS

There were no public speakers.

APPROVAL OF MINUTES – JULY 22, 2015

Upon motion duly made and seconded, the minutes of the July 2015 Safety Committee were approved.

2015 COMMITTEE WORKPLAN

Chairman Prendergast asked Mr. Mayer if there were any changes to the work plan. Mr. Mayer stated the only change was to add an October meeting.

COMMUNICATION PLAN (PRESENTATION)

Chief Safety Officer David Mayer introduced Mark Heavey, Director Marketing & Communications, who presented a summary of the MTA Customer Safety Campaign. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speaker's remarks.

Mr. Zuckerman asked if MTA ran their safety ad in the Journal News. Mr. Heavey stated that at this time MTA does not. Chairman Prendergast agreed with Mr. Zuckerman that MTA should begin a "relationship" with the Journal News. Mr. Zuckerman then asked for the total value of the paid media for these campaigns. Mr. Heavey stated MTA invested \$250,000 on the campaigns. Mr. Zuckerman then suggested a "pop-up" from the Safety campaign on MTA's scheduling pages.

UPDATE ON GRADE CROSSING IMPROVEMENTS (PRESENTATION)

Mr. Mayer introduced Joseph Streany, MNR Acting Chief Safety Officer, who did a presentation to update the Board on Grade Crossing Improvements. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speaker's remarks.

Mr. Pally stated that extending traffic lines through grade crossings is a great idea and asked if the same could be done at other grade crossings as well. Mr. Streany answered that requests have been made at several other grade crossings to state and city municipalities that own the lines.

Mr. Moerdler asked if it would be possible to add warning lights leading up to a grade crossing. Mr. Streany answered that all grade crossings have warning signs without lights.

Chairman Prendergast acknowledged Mr. Moerdler's point being well taken and stated that we use any and all means available to appropriately warn people of the potential hazards they may be approaching and what actions they may need to take. Mr. Mayer advised that the expert consultant retained by the MTA would be reporting their initial findings from the first crossings, to MNR, LIRR, NYSDOT as well as the local jurisdictions.

Mr. Pally suggested using DMV and AAA as a means getting MTA Safety messages out.

BLUE PANEL RECOMMENDATIONS UPDATE

Mr. Mayer then introduced Glen Hayden, Vice President of Engineering, MNR to discuss the Bridge Monitoring System. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speaker's remarks.

Mr. Moerdler asked if sensors that detect collisions could be installed on the underside of bridges. Mr. Hayden stated that collision detection systems have been installed on 4 bridges. Mr. Moerdler then asked how much each installation costs. Mr. Hayden answered, each installation costs approximately \$40,000. The Chairman added that this system should only be added to high profile bridges and would not be cost effective to add to every bridge.

Mr. Albert asked for the percentage of accidents related to the height in bridge collisions. Mr. Hayden answered that approximately 90-95% of collisions were related to height. Mr. Albert went on to ask if the bridge height was posted on every bridge and if MTA tracks repeat offenders. Mr. Hayden confirmed that bridge height is posted but in most cases MTA is notified after the collision has occurred and therefore is unable to track repeat offenders.

Mr. Albert then went on to ask if truck rental companies have been notified to speak with renters about bridge height restrictions. Mr. Hayden stated that he was unsure but would look into it.

Mr. Mayer introduced Cheryl Kennedy, Vice President of Safety and Pat Lavin, Sr. Director, Operations, Office of, NYCT to discuss the review of track maintenance activities to identify methods of improving employee safety and productivity. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speaker's remarks.

Mr. Mayer then introduced Loretta Ebbighausen, Chief Safety Officer and Glenn Greenberg, Deputy Chief Engineer, LIRR to discuss Rail Grinding and Joint Elimination Programs. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speaker's remarks.

Mr. Albert asked if the need to change rails was dictated by the frequency of train service or weight of the train. Mr. Greenberg answered that rail change is determined by the amount of prior work done on the track.

Mr. Moerdler asked Mr. Greenberg to confirm that there is only one rail grinder used across the rail agencies. Mr. Greenberg confirmed same. Mr. Moerdler asked if MTA's plan to use it once every 3-7 years was enough. Mr. Greenberg answered that rail grinding is done on a cycle dependent on tonnage of trains over the site.

Mr. Ballan asked if these repairs are paid through the Operating Budget. Mr. Greenberg answered that repairing a grade crossing and joint elimination is paid by through the Capital Budget and supplemental efforts are paid by the Operating Budget. Mr. Ballan then asked how

many TRT Critters MTA would like to purchase and the cost of each. Mr. Lavin answered that MTA would be required to purchase 3 at approximately \$300,000 each.

Mr. Zuckerman asked about the cultural changes that have been made since the previous report from the Blue Ribbon Panel. Chairman Prendergast asked the rail agency presidents to give a brief overview of the cultural changes that have been made by the agencies. Mr. Bianco, Mr. Giuliatti and Mr. Nowakowski agreed that the basis of everything the agencies do is centered around the culture the agencies create and that culture goes beyond safety. The rail presidents also stated that they continually address safety as a priority and that building safety as a way of life for the railroads is key.

Mr. Ballan asked when the Board could expect to be updated on the NTSB reports and findings. Chairman Prendergast assured the Board that MTA has an ongoing communication with the NTSB. Mr. Mayer went further to say that Mr. Giuliatti had recently testified at an NTSB hearing regarding implementation of recommendations made to MNR. He also stated there is a technical review of the Valhalla incident scheduled in Washington to review factual material in the investigation which Anne Kirsch will attend.

ADJOURNMENT

Upon motion duly made and seconded, the Board voted to adjourn the meeting at 9:34 am.

2015 Safety Committee Work Plan - Updated Draft

I. RECURRING AGENDA ITEMS

<u>Topic</u>	<u>Responsibility</u>
Public Comments	Committee Chair & Members
Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members
Enhanced Safety Actions Update	LIRR and MNR Chief Safety Officers

II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>January 2015</u>	
Review of Committee Charter	Committee Chair & Members
Draft 2015 Committee Work Plan	MTA Chief Safety Officer
Key Safety Metrics	MTA Chief Safety Officer
NTSB Special Investigation (November 2014)	MTA Chief Safety Officer
<u>March 2015</u>	
Approval of 2015 Committee Work Plan	Committee Chair & Members
Traffic Incident Management Training	MTA Bridges and Tunnels Staff
<u>May 2015</u>	
Safety Goals for 2015	MTA Chief Safety Officer
Pedestrian / Trespasser Safety Efforts	Safety Staff
Platform Safety	Safety Staff
<u>July 2015</u>	
Blue Ribbon Panel Recommendations Update	MTA Chief Safety Officer
Communication Plan	Mark Heavey
<u>October 2015</u>	
Labor / Management Safety Activities	Safety Staff
Contractor Safety	Safety Staff
<u>November 2015</u>	
Safety Goals for 2015: Progress report	MTA Chief Safety Officer
Fatigue and Alertness Management	Safety Staff - 1 st Qtr 2016
Safety at Maintenance and Repair Facilities	Safety Staff
Evaluation of Safety Committee Charter	Committee Chair & Members
<u>January 2016</u>	
Approval of 2016 Work Plan	Committee Chair & Members
Tunnel Safety	Safety Staff

Detailed Summary

I. RECURRING AGENDA ITEMS

Approval of Minutes

The Committee Chair will request a motion to approve the minutes of the prior meeting of the Safety Committee.

Committee Work Plan

The Work Plan will list, by meeting, the topics scheduled for review. The Committee will be advised if any changes have been made to the plan.

II. SPECIFIC AGENDA ITEMS

January 2015

Review of Committee Charter

The MTA Chief Safety Officer will discuss key components of the Safety Committee charter and invite the Committee Chair and Members to consider crafting a work plan that will fulfil the charter.

Key Safety Metrics

The Committee will discuss the value and selection of Key Safety Metrics.

NTSB Special Investigation (November 2014)

The MTA Chief Safety Officer will provide an overview this recent NTSB report and associated safety recommendations.

February 2015

Special meeting on Grade Crossing Safety

The entire meeting was devoted to grade crossing safety topics. The Chairman briefed the Committee on the collision that occurred at the Commerce Street crossing in Valhalla, New York, and the MTA Chief Safety Officer provided general information about MTA grade crossings and efforts to prevent accidents.

March 2015

Traffic Incident Management Training

MTA Bridges and Tunnels Staff will provide an overview of this important safety training by describing the goals and objective of the training as well as scope of the initiative.

May 2015

Safety Goals for 2015

The MTA Chief Safety Officer will describe the key safety projects and activities underway at MTA agencies that the Safety Council has selected for particular focus and attention.

Pedestrian / Trespasser Safety Efforts

Staff will describe efforts and projects underway to improve pedestrian safety and reduce the number of collisions with trespassers.

Platform Safety

Staff will describe the risks that customers and employees face on station platforms and the efforts and strategies underway to improve safety on our platforms.

July 2015

Blue Ribbon Panel Recommendations Update

The MTA Chief Safety Officer will review objectives of the Study and Staff will highlight recommendations and progress on initiatives.

Communication Plan

Mark Heavey will review the recently released Advertising Campaign and the program goals highlighting future efforts within the campaign.

October 2015

Labor / Management Safety Activities

Staff will brief the committee on various ways in which labor representatives and managers work cooperatively to assure and improve safety throughout the MTA.

Contractor Safety

MTA agencies extensively rely on contractors for construction and other important work. Staff will describe the requirements we place on our vendors to ensure workplace safety and the assurance activities conducted by MTA agencies to ensure contractors are safe.

November 2015

Safety Goals for 2015: Progress Report

The MTA Chief Safety Officer will describe progress underway on the key safety projects and activities at MTA agencies that the Safety Council has selected for particular focus and attention.

Fatigue and Alertness Management

Staff will highlight efforts that will be presented in the 1st quarter of 2016 reviewing differences and similarities across the MTA with respect to employee fatigue and alertness management.

Safety at Maintenance and Repair Facilities

MTA agencies operate a variety of maintenance shops and repair facilities, and the hazards at these facilities are different from those that exist in our revenue operating environments. Staff will describe some of these facilities, the work conducted, along with safety protocols and measures.

Self-Evaluation of Safety Committee Performance

The Safety Committee Charter specifies that the Committee Chair & Members will conduct an annual self-evaluation of the performance of the Committee.

Review of Safety Committee Charter

The Safety Committee Charter specifies that the Committee Chair & Members will review the charter annually.

January 2016

Approval of 2016 Work Plan

The committee will present and discuss the 2016 work plan seeking approval from the Committee.

Tunnel Safety

Many of the MTA agencies have safety responsibilities and operational activities that include tunnels. Staff will describe the variety of safety assurance and safety preparedness activities designed to keep tunnels safe.




Metro-North Railroad

Memorandum

Date: October, 2015

To: Metro-North Committee

From: Joe Giulietti 

Re: **Enhanced Safety Action Update**

This is to update you on Metro-North's comprehensive efforts to enhance safety throughout our system:

- We continue to work with Operation Lifesaver to improve safety on and around highway-rail grade crossings and tracks through public awareness and education.
- We participated in an Executive Safety Workshop facilitated by the National Safety Council to initiate activities supporting implementation of a "Safety Management System".

ACTION ITEM	STATUS
NTSB/FRA/MTA Recommendations	All recommendations have been accepted and we are coordinating with the other MTA agencies to ensure best practices are shared. Many have been fully implemented; the remaining are being implemented and we are progressing them to completion.
Speed Compliance Program	During the month of September, 102 radar observations and 90 event recorder reviews were performed. One failure was identified (5 mph over) which the employee received a verbal warning. Through September, there have been 1,178 radar observations and 830 event recorders reviewed.
Obstructive Sleep Apnea Pilot	The screening of all Locomotive Engineers has been completed. 25% were referred to our Sleep Disorder Consultant for evaluation. 12% are still currently being evaluated with completion this year.
Confidential Close Call Reporting System (C3RS)	Rail Traffic Controllers, Engineers & Conductors were initiated in April. The Peer Review Team has received a total of 271 close call reports and conducted incident analysis of 80 cases. We are working to finalize agreements with 10 additional crafts within Engineering and Mechanical by the end of this year.
Rolling Stock Cameras Forward, Cab, Passenger	Contract awarded in March to provide audio and image recorders that meet or exceed the NTSB recommendations. Final design development for all cars is nearing completion. The first prototype installation on an M7 pair was completed October 2nd. The M8 prototype is scheduled to begin October 26th.

Memorandum



Date: October 2015

To: Members of the LIRR Operating Committee

From: Patrick A. Nowakowski, President

Re: Enhanced Safety Action Update

This is to update you on the LIRR's comprehensive efforts to enhance safety throughout our system:

- Our third quarter Corporate Quarterly Safety Stand-Down was held October 1st. Over 4,100 employees participated. The focus for the Stand-Down included employee injury trends, preventing material handling injuries, preparing for winter, personal protection equipment requirements, and an update on Confidential Close Call Reporting.
- The Confidential Close Call Reporting System expanded as scheduled on September 29th.
- The following progress was made on speed compliance enhancements:

Action Item	Status
Speed Compliance	For the period 9/1/15 through 9/30/15, there were 105 Radar Observations. 61 different LIRR Engineers were observed. Twenty-four event recorder downloads were analyzed. All results indicate compliance. Year to date through the end of September there were 1,031 Radar Observations. 308 event recorder downloads were analyzed. All results indicate compliance. <i>Please note:</i> There is a seven day window for radar observations to be entered into our Efficiency Testing System. Numbers are subject to change.
PTC	Weekly coordination meetings continued with the System Integrator on the Office, On-Board, Signal, Communication, RAMS, and Pilot Testing. Coordination and support to ESA, M9, and Green Locomotive teams continued. Pilot testing continued with installations of WIUs, (OBC, ADU – M7), cases, poles and antennas. Mockups for the MCP (DE/DM), ADU (E10/E15), and Office prototype reviews continued.
Cameras	Preliminary Design Review (PDR) submittals reviewed by LIRR with comments. 4D Security Solutions making revisions.

Safety Committee Meeting

October 28, 2015



Labor/Management Safety Efforts



Track Safety Task Force

New York City Transit



NYCT/TWU Track Safety Task Force

- Established in 2007 to evaluate and improve track safety
- Representatives from the TWU, management and System Safety
- Meets twice a month



MTA



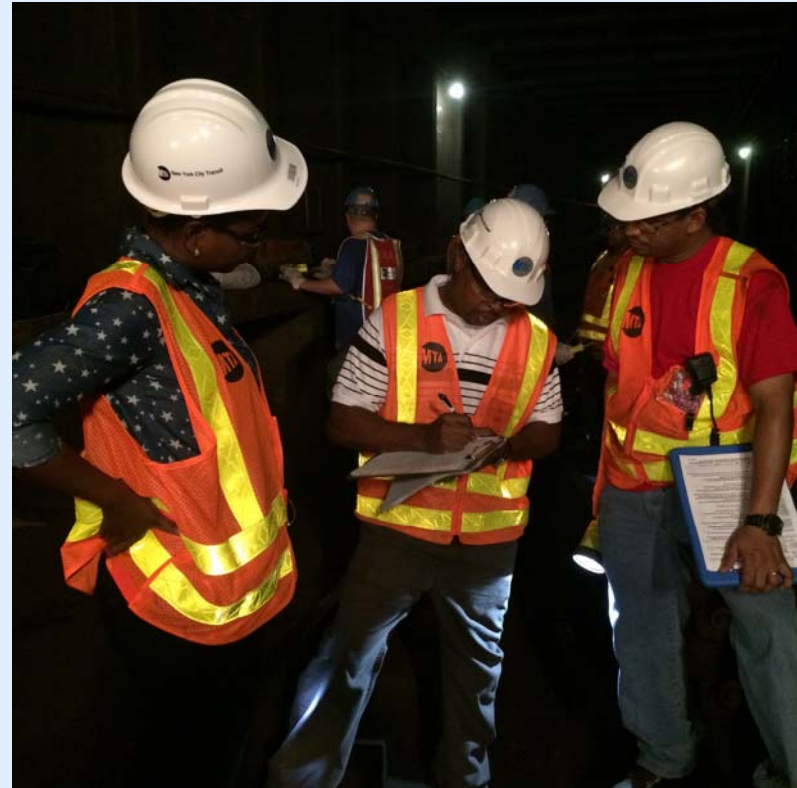
Labor / Management Inspection Teams

MTA New York City Transit



Labor / Management Inspection Teams

- System Safety and TWU representatives jointly conduct daily inspections of work sites on the right-of-way
- Teams evaluate safety critical aspects of the jobs
- Weekly reports generated
- Trends/common findings are also summarized in reports for action



Bus Operator Action Committee (BOAC)

MTA New York City Bus



BOAC is a joint labor and management initiative to address bus operator safety concerns and improve working conditions

- Created in 2002 in response to a serious assault on a bus operator, initial efforts focused on assault mitigation efforts and bus operator training
- Members include a diverse cross-section of our active bus operator population
- Engages all aspects of management (e.g., operations, safety, maintenance, technology, etc.)



BOAC initiatives have expanded significantly

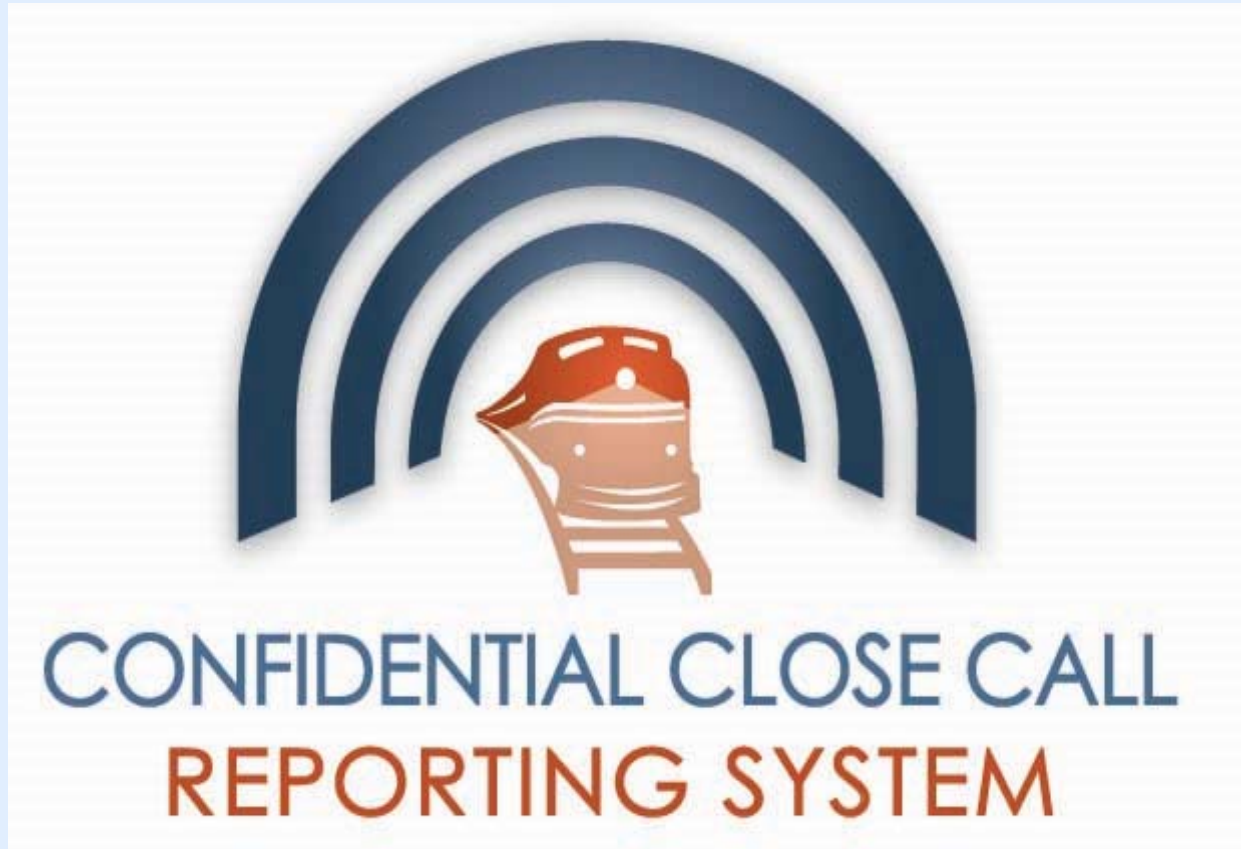
- Efforts bolstered after the tragic death of an on-duty bus operator in late 2008
- Expanded initiatives include:
 - Driver partitions and bus security cameras
 - 1st National Transit Workers Assault Conference in 2012
 - Hosted by NYCT, Transport Workers Union and Amalgamated Transit Union with participation from District Attorneys from all five boroughs
 - NY State Transit Watch Program
 - Outreach to NYPD for assault mitigation assistance
- Current efforts include developing a confidential “near miss” reporting program



Confidential Close Call Reporting System (C³RS)

MTA Long Island Rail Road





MTA Long Island Rail Road Labor - Management Partnership



Why care about Close Calls?

Reactive Risk Management

1

Fatality or Major Accident

10

Minor Accidents/
Injuries

30

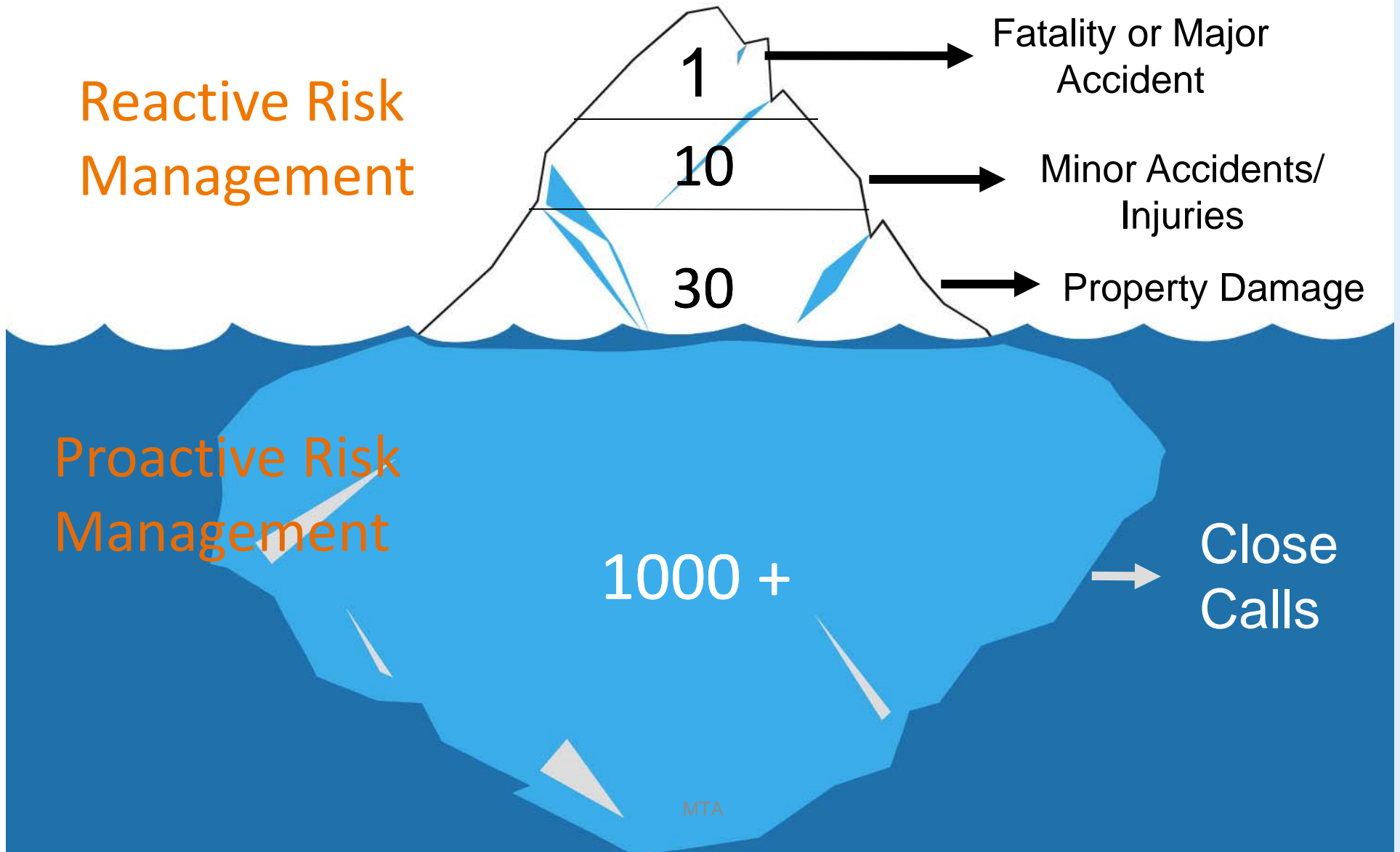
Property Damage

Proactive Risk Management

1000 +

Close Calls

MTA



Confidential Close Call Reporting System

What is C³RS?

- Voluntary
- Confidential
- Non-punitive
- Partnership between labor, management, and regulator
- Focus on problems not people
- Learn from mistakes
 - Share information
- Collaborative process for decision-making and action
 - Identify why problems occur
 - Recommend corrective actions
 - Track corrective actions
 - Communicate with employees safety-related consequences.



Peer Review Team (PRT)

- Joint management / labor team consisting of managers, FRA, and union representatives
- Reviews reports from NASA
- The PRT recommends corrective actions
- Senior Support Team





U.S. Department of Transportation
Federal Railroad Administration

Peer Review Team



Brotherhood of Locomotive Engineers and Trainmen

Brotherhood of Railroad Signalmen

International Brotherhood of Electrical Workers

Independent Railway Supervisors Association

Sheet Metal, Air, Rail and Transportation Employees

Transportation Communications Union

National Conference of Firemen and Oilers

International Association of Machinists and Aerospace Workers

Sheet Metal Workers International Association



MTA

Implementation Strategy

March 29, 2015

Upper Holban, Hillside, and West Side Storage Yards and Shops

June 29, 2015

Nassau Yards and Shops

September 29, 2015

Suffolk Yards and Shops

January 1, 2016

Jamaica Yards and Shops

March 29, 2016

System Wide



Safety Meeting Organizational Structure

MTA Metro-North Railroad



Safety Meeting Organization

Safety Concerns

Initiatives

Accomplishments

Questions

Information

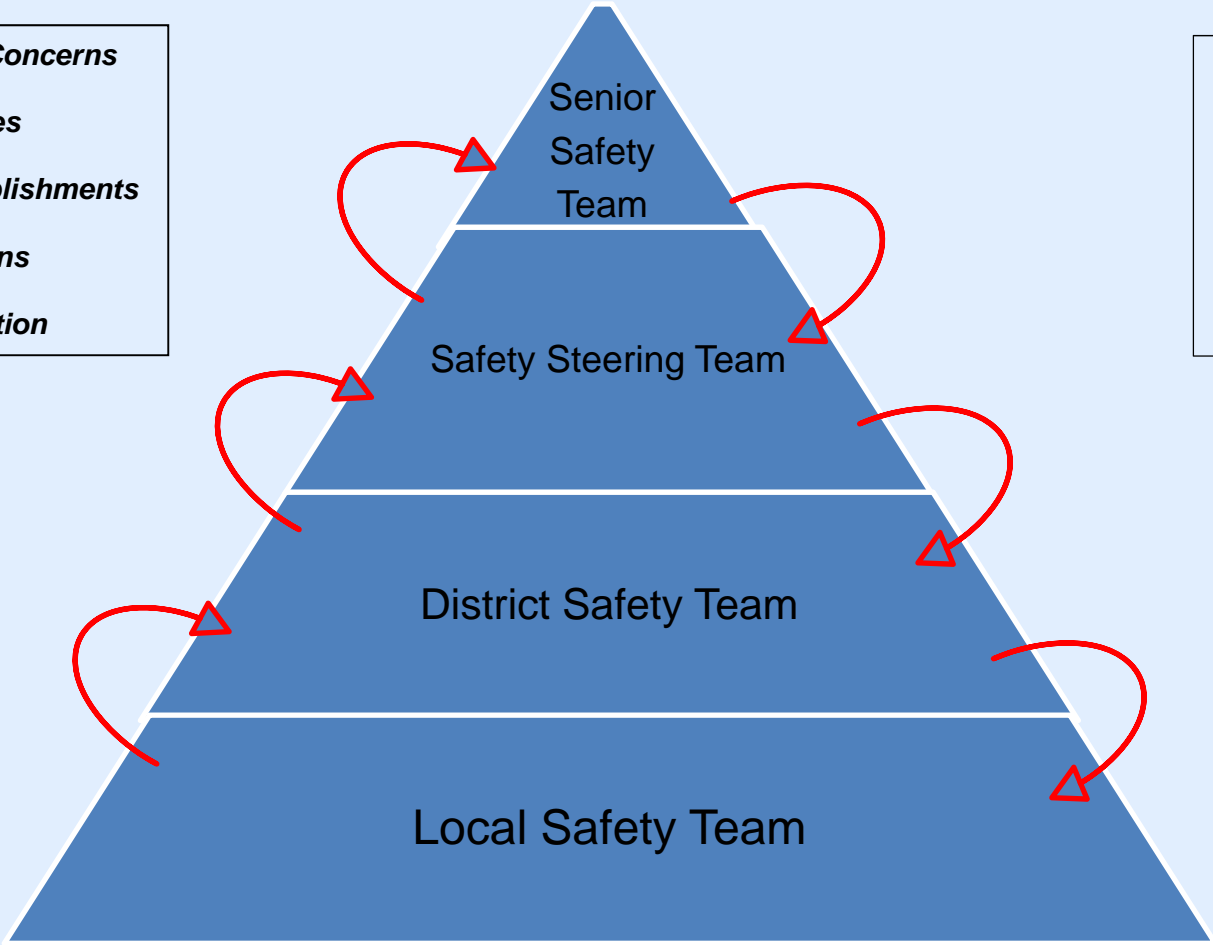
Guidance

Support

Communication

Statistics

Information



Safety Meeting Organization

- Local Safety Teams
 - Represented employees are the dominant attendees
 - Teams meet at least once per month
 - Review of monthly injuries
 - Employees are encouraged to identify and resolve safety concerns locally
 - Elected Chairperson prepares meeting agenda, disseminates minutes and tracks open items
 - Office of System Safety provides guidance



Safety Meeting Organization

- District Safety Teams
 - Mixed group of represented and management employees
 - Team meets at least once per month
 - Review of District Safety Plan
 - District accident and incident review
 - Office of System Safety provides trend analysis
 - Capital and operating projects
 - Sharing of lessons learned



Safety Meeting Organization

- **Safety Steering Team**
 - Corporate leadership
 - Reviews the need for and implements policy change
 - Provides support to identify funding or resources
 - Communicates a safety culture as an integral part of the organization through various media.
- **Senior Safety Team**
 - Executive leadership
 - Provides support to all levels of the team structure
 - Advised on major issues and accomplishments
 - Promotes safety awareness through the implementation of programs, policies and plans



Safety Task Force

MTA Bridges & Tunnels



Bridges & Tunnels Safety Taskforce

- Created by the President Bridges and Tunnels in 2013
- Comprised of Labor and Management representatives
 - Superior Officers Benevolent Association
 - Bridge and Tunnel Officers Benevolent Association
 - Local 1931 (B&T Maintainers)
 - Chief of Staff
 - Director of Maintenance
 - Location Director and Managers (Rotating)
 - Manager of Safety



Bridges & Tunnels Safety Taskforce

- Partnership between Labor and Management as an independent faction.
- Independent committee that meets monthly on a rotating facility basis to:
 - Review safety concerns and speak with workers;
 - Discuss new ideas to improve safety and prevent accidents;
 - Review accidents and accident prevention measures;
 - Discuss new projects;
 - Promote safety awareness and collaboration on safety issues between labor and management.



Bridges & Tunnels Safety Taskforce

- Task Force Findings:
 - Memorialized in a manual;
 - Report is written and distributed;
 - Recommendations are tracked in writing and by photos; and
 - Results are distributed and posted.
- Task force findings are incorporated in B&T In-House OSHA training programs to show employees the effectiveness of a safety program.



Contractor Safety



Daily Contractor Oversight

MTA Capital Construction
MTA New York City Transit CPM



Contractor Compliance Monitoring

- Review Safety Program (HASP, APP, HSP, etc.)
- Safe Work Plans (SWP) Review
- Six (6) Week Look-ahead
- Readiness Review Meetings
- Review Hazard Log Reports
- Check List Development
- JPM participation
- Daily walk-through
- Daily Report
- Daily Hazard Log
- Bi-Weekly JHA (Joint Hazard Assessment)
- Monthly walk-through
- Monthly Reports
- Monthly Program Safety Meeting
- Quarterly Assessment
- ACE Evaluation



Contractor Oversight Elements

- JHA results reviewed by CM with Contractor
- Monthly Safety Status Report reviewed by CM with Contractor
- Development of mitigation/ Leading indicator Strategy
- Month to month performance measure reports
- Quarterly Assessments reviewed by CM with Contractor
- ACE evaluation reports



Public & Customer Safety

- DOT compliance - Signage, Signals & Striping
- Work zone – Barriers, Gates and Fencing
- Pedestrian Crossing Delineators, Flagging
- Street, Sidewalk and Crosswalk maintenance
 - Slip, trip and fall, Lighting
 - Snow and Ice removal on sidewalks and crosswalks
- Pedestrian Managers
 - TEA (Traffic Enforcement Agents)
 - City agency coordination initiatives
- Compliance and Inspection reports weekly to monthly



Partnering with the Community Strategy for Success



MTA

Construction Safety Council

MTA Bridges & Tunnels



Bridges & Tunnels Safety Construction Counsel

- First meeting convened October 16, 2015 created to address safety in a robust MTA B&T Capital Construction Program.
- Established a forum across disciplines to discuss safety, health and fire prevention.
- The goal is to foster and recognize safety excellence at various construction projects.
- The first meeting was a successful collaboration of parties.



Bridges & Tunnels Safety Construction Counsel

Representatives From:

- B&T President's Office
- B&T Operations, Engineering & Construction and Safety and Health
- LiRo Group, and Amman and Whitney
- Tully Construction, Judlau Contracting , Tudor Perini Corp., John J Picone
- General Contractor Assoc.



MTA



OCIP

MTA Headquarters



What is an OCIP?

Owner-Controlled Insurance Programs are arrangements whereby one party (usually the owner of the construction project) purchases the coverage for one or more lines of insurance for all of the parties involved in the project.



Advantages of an OCIP

- Superior Safety and Loss Control
 - Provides for Increased Management
 - Enhances Protection for Workers and General Public
 - Permits Uniform Standards
- Claims
 - Claim Handling Procedures More Consistent
 - Reduces Potential Litigation and Disputes Between Insurance Companies



Safety Management Process

- OCIP Consultation Model
 - Two visits per site per week
 - Participate in Progress Meetings
 - Written Reports with Photos
 - Try to emphasize positive as well as negative
 - Closing conference with Resident

