




**Improvement in HSE /  
Operational Performance**  
Statoil Marine Operations

Classification: Internal 2015-10-05

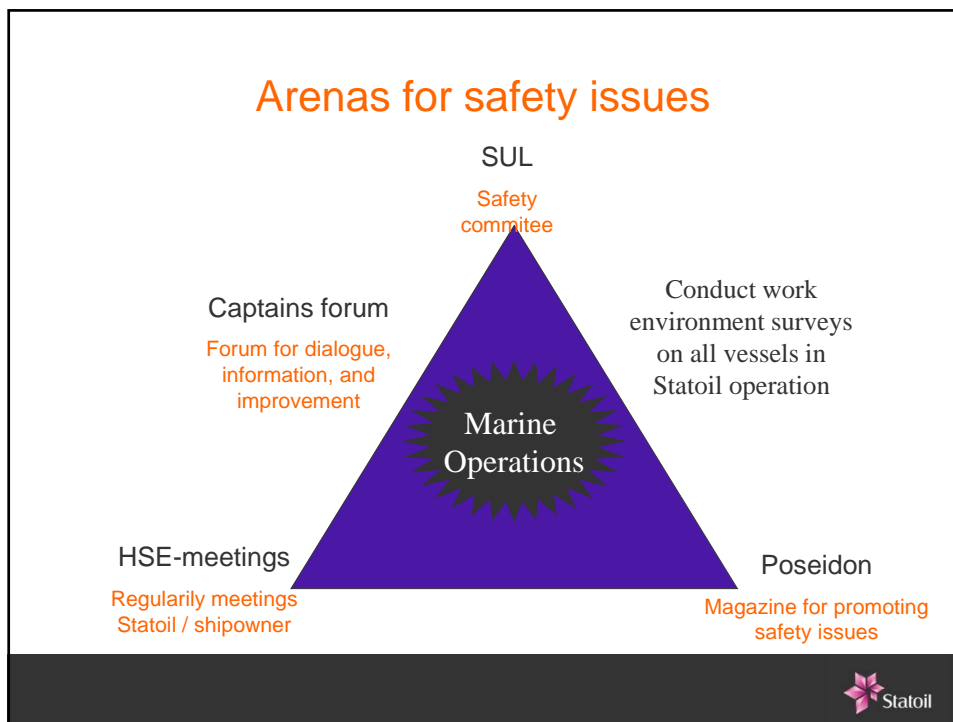
## Experience from improvement activities Started in 2000/2001

- Due to negative trend i period late 90's, actions were taken in order to improve HSE
- Agreement was established with NTNU Studio Apertura for facilitating and contributing to Statoil's needs for improvement
- Actions were implemented in Statoil operations, and gave in period, 2000-2005, significant improvement of safety
- New arenas were established and are still active:
  - Captains forum
    - Focus on Captain as a leader
    - Correct use of checklists and procedures
    - Establish dialogue with platforms and safety delegates
  - Meeting with shipowners HSE-leaders twice a year
  - Every second year working environment survey among vessel crew
- An understanding in the branch made it possible to see improvements

**Old presentations to follow,**  
showing the statics i period this acitivity had the  
most significant impact on statics

## Some initiated measures

- Extra navigator on the bridge supply vessels
- Always 2 navigators on the bridge while loading/unloading alongside
- Jointly simulator training for crew members and crane operators
- Development of "Best practice" anchor handling and towing
- Requirements to minimum technical redundancy in technical systems
- Requirement for minimum distance to installations
- Weather criteria for loading and unloading operations
- Coordinating committee for the logistics chain
- Captain`s forum
- The safety magazine "Poseidon"
- Reduced time along side installations during loading/unloading
- Requirements regarding noise on vessels - Comfort class-V(3) A program for developing better safety on vessels



## Årsaksanalyse

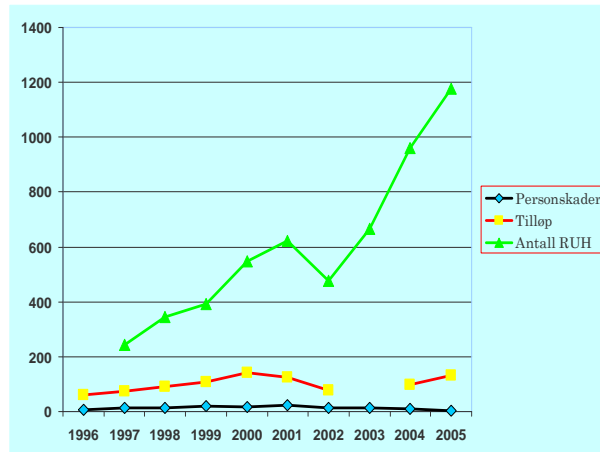
- 78 % av hendelsen skyldes "menneskelig svikt"
  - 38% av skadene skyldes "manglende motivasjon"
- Fokuset på å få jobben gjort går på bekostning av sikkert arbeid
  - Mange henvendelser fra ulike aktører med ulike krav og forventninger (base, installasjon, trafikkontroll etc.)
  - Besetningene følte at både det psykisk og det fysiske arbeidspresset var belastende og at man hadde vanskeligheter med å oppfylle operatørens ønsker og forventninger
  - Mangel på kvalifisert hvile – (uoppmerksomhet)
  - Støynivå om bord i fartøy over anbefalte normer– (tretthet over tid – uoppmerksomhet)
  - Opplæring og kompetanse i betjening av utstyr for posisjonering og manøvrering, kjennskap til utstyrets funksjoner, fartøyets bevegelses-karakteristikk, etc. har ikke stått i forhold til den teknologiske utviklingen

**Årsaker**

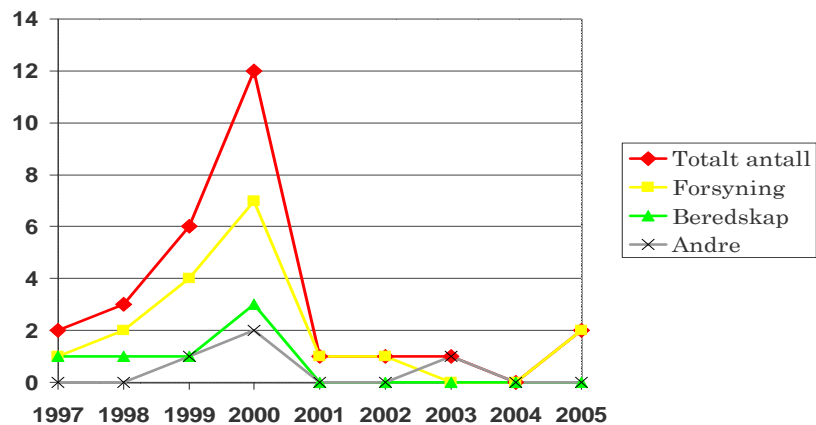
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## Rapporteringspraksis: Antall årlige personskader og tilløp

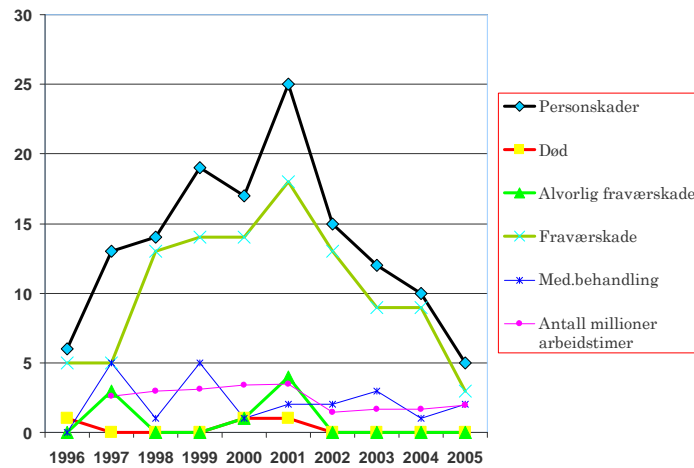
- Kraftig økning i antall RUH
- Økning i antall RUH samtidig som personskadefrekvensen går ned
- Positiv utvikling med hensyn på rapporteringspraksis



## Antall årlige sammenstøt - mellom fartøy og offshore installasjoner



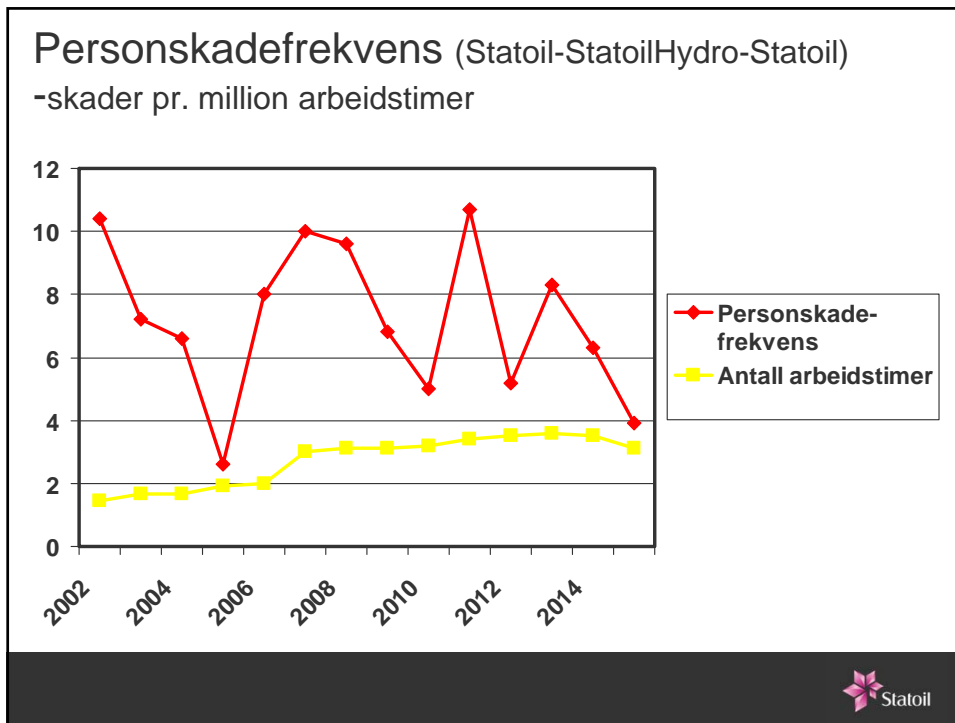
## Antall årlige personskader



## Challenging to keep the good performance

- Focus on HSE has been continuous and high
- I period 2000-2005 significant actions were established, both on the human side and the technical side
- The operational standard of vessels gave a lift in this period:
  - Manning and training of crew (simulator and BRM)
  - Comfort class
  - Vessels with technical redundancy (DP2)
  - Procedures and checklist are better implemented (ISM)
  - Risk awareness has improved in mindset among crew
- In years to come after 2005, there have been variations in safety statics and KPI's
  - Collisions have been on a low level and most of the years zero
  - Serious incidents has been low (red category)
  - Personal injuries frequency have varied from below 4 to above 11
- **Difficult to keep high focus on safety issues at any time and to understand when and why it changes, especially the personal injury frequency ?**





There's never been a better time for good ideas

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12 Classification: Internal 2015-10-05

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