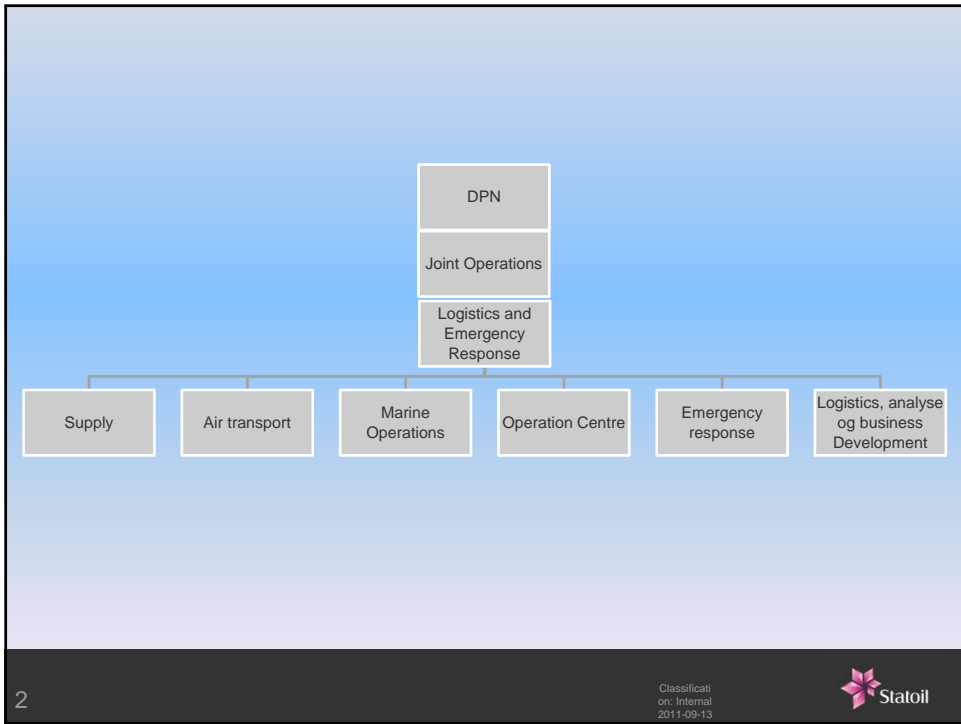


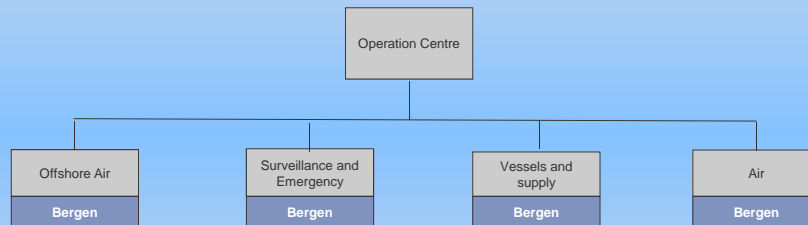


Competitive and innovative solutions through increased predictability and improved interaction

LE Operation Centre – LE OPC



## LE Operation Centre



### Responsibility

Leader Operation Centre Logistics and Emergency reports to Leader Logistics and Emergency (LE) and is responsible for resource coordination of 24/7 operation and optimization of vessel- and helicopter operations on behalf of LE

3 Classification

2014-05-27



## LE Operation Centre

- Operation Centre is responsible for exercising cost-effective operation of logistics and emergency-response resources, including conducting 24/7 operational resource coordination and optimization of the vessel or helicopter operations
- In addition to Air Offshore, the operations centre is divided into 3 units for operational management and coordination of the following resources:
  - Vessels and Supply
  - Air
  - Surveillance and Emergency
- The 3 units are open during normal working hours Monday to Friday. After normal working hours Monday to Friday and during the weekends they will be combined into one operation group. Tasks that require 24/7 - continuous operation – is maintained by Surveillance and Emergency. Operations are defined as activities planned 0-14 days ahead.



# Responsibility Surveillance and Emergency

## Surveillance

- Radar monitoring of fields/installations operated by both Statoil and other Operators on the Norwegian Continental Shelf (NCS)
- Handling vessel on collision course with installations
- Follow up no fishing zones and cautionary areas
- 120-130 surveillance assignments pr days
- Surveillance of emergency oil spill for Gjøa and Skarv

## Emergency

- Chief of staff 2<sup>nd</sup> line emergency
- Vessel capacity overview and coordination
- Resource coordinator area emergency response vessels

## Other duties

- Coordinate guard vessels
- Maintain internal and external reporting of message- and notifiable adverse incidents
- Guard duties Air (to be implemented 4Q 2016)
- Coordination SAR helicopter in south and north (to be implemented 4Q 2016)

Surveillance and emergency has the responsibility and authority for the maritime and environmental monitoring

Head of Surveillance and emergency has the authority to: Stopping a vessel operating



# Surveillance and Emergency

- On duty 24 hours
- Operators with navigational certificate class 1 (master), broad experience from different vessel categories and the maritime industry
- Use of advanced technology
  - ✓ 70 installations
  - ✓ 109 radars integrated
  - ✓ 45 VHF stations
  - ✓ 40 Automatic Identification System (AIS) base stations
  - ✓ Exchange of AIS data with the Norwegian Coastal Administration
  - ✓ Aid to Navigation (ATON)



# Surveillance and Emergency

Reducing risk of impact between vessels and oil installation



Oficina Porvenir collision with the Usumacinta-platform at the Kab-field in Gulf of Mexico. 23 died

2011-06-08



## Action DHA Risk of collision

### OBJECTIVE:

to achieve lowest possible risk for collision between vessel and installation

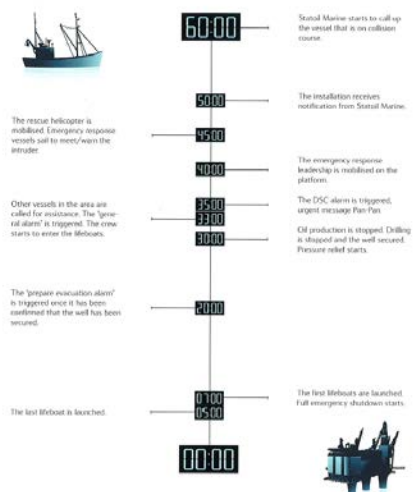
### Risk reducing actions:

- Development of surveillance system
- Development of competence
- Improved relations with the fishing industry
- Special focus when visiting vessels

Won the PSA safety award for 2012

### On course for an installation's safety zone?

Statoil Marin 60 minutes in advance on: +47 55 14 32 77



2011-06-08



# Responsibility Vessels and supply

**Responsibility and authority:**

Optimization and resource coordination of Logistics and emergency vessel portfolio. Coordinate additional supply assignments and deviation of vessel plans. Authority to stop a vessel operating



- Coordinate vessels to achieve efficient use of the vessel resources
- Allocate vessels in operational perspective
- Duty phone - Vessel operation duties 24/7
- Optimizing sailing
- Coordinate additional supply assignment and deviation of vessel plans
- Monitor inbound transport
- Coordinate between transport, base and vessels
- Reroute supplies across areas
- Resource coordinator sea

9 Classification 2014-05-27



# Responsibility Offshore Air

- > Coordination helicopter traffic offshore
- > Resource Coordination SAR helicopter offshore bases
- > Professional responsibility for reporting weather observations in Statoil
- > HFIS service in the Tampen area

**Responsibility**

- Deliver weather observation services in Statoil
- Deliver HFIS service and alarm service within the Tampen area
- Coordinate all helicopter traffic offshore
- Coordinate resources associated with SAR offshore
- Local listening duty
- Emergency Tasks for own platform according to local emergency plan
- Responsible for notification s for selected platforms at Tampen area
- Exercises / Training SAR



Classification 2014-05-27



## Responsibility AIR

LE OPC Air is responsible for helicopter operations and traffic management in close cooperation with Airtransport.



### Duties

- Manage all Statoil helicopter and charter operations on the Norwegian Continental Shelf
- Coordinate helicopter transport, shuttle and additional / extra trips
- Coordinate SAR helicopter in areas south and north (i.e. the areas where offshore air is not coordinating the SAR helicopter)
- Involve Aviation safety staff when incidents with aircraft and helicopter occurs
- Involve Aviation safety staff in the planning of aircraft and helicopter operations to ensure all aviation safety matters are included
- Ensure that internal and external information related to the unit's aircraft and helicopter operations and any incidents are followed up
- Ensure that it is used only qualified helicopter, airline and bases / services

Head of LE OPC Air has the authority to:  
Initiate and stop helicopter activities  
Predispose helicopters and charter

11 Classification

2014-05-27



## Video- Animasjon (Varighet-90 sekunder)

[START-TRYKK HER](#)

