Risk

Developing Guidance and Incident Reporting for Operations Using Dynamic Positioning

Ian C. Giddings
The International Marine Contractors Association (IMCA)

October 9-10, 2007

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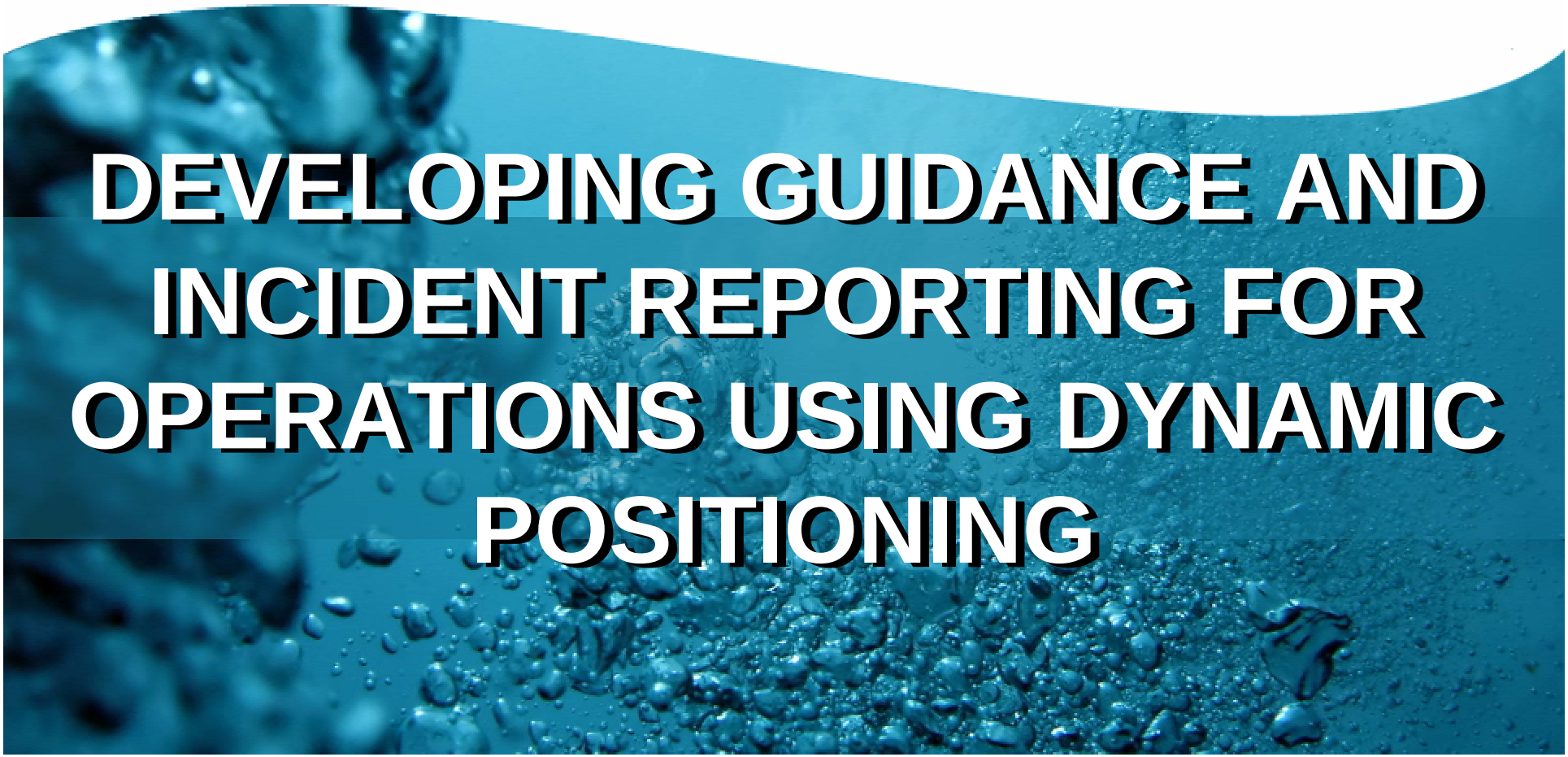
The International Marine Contractors Association



DEVELOPING GUIDANCE AND INCIDENT REPORTING FOR OPERATIONS USING DYNAMIC POSITIONING

Introduction

Ian C. Giddings, Technical Adviser, IMCA

“Grey hair is a sign of age, not of wisdom”

Anonymous

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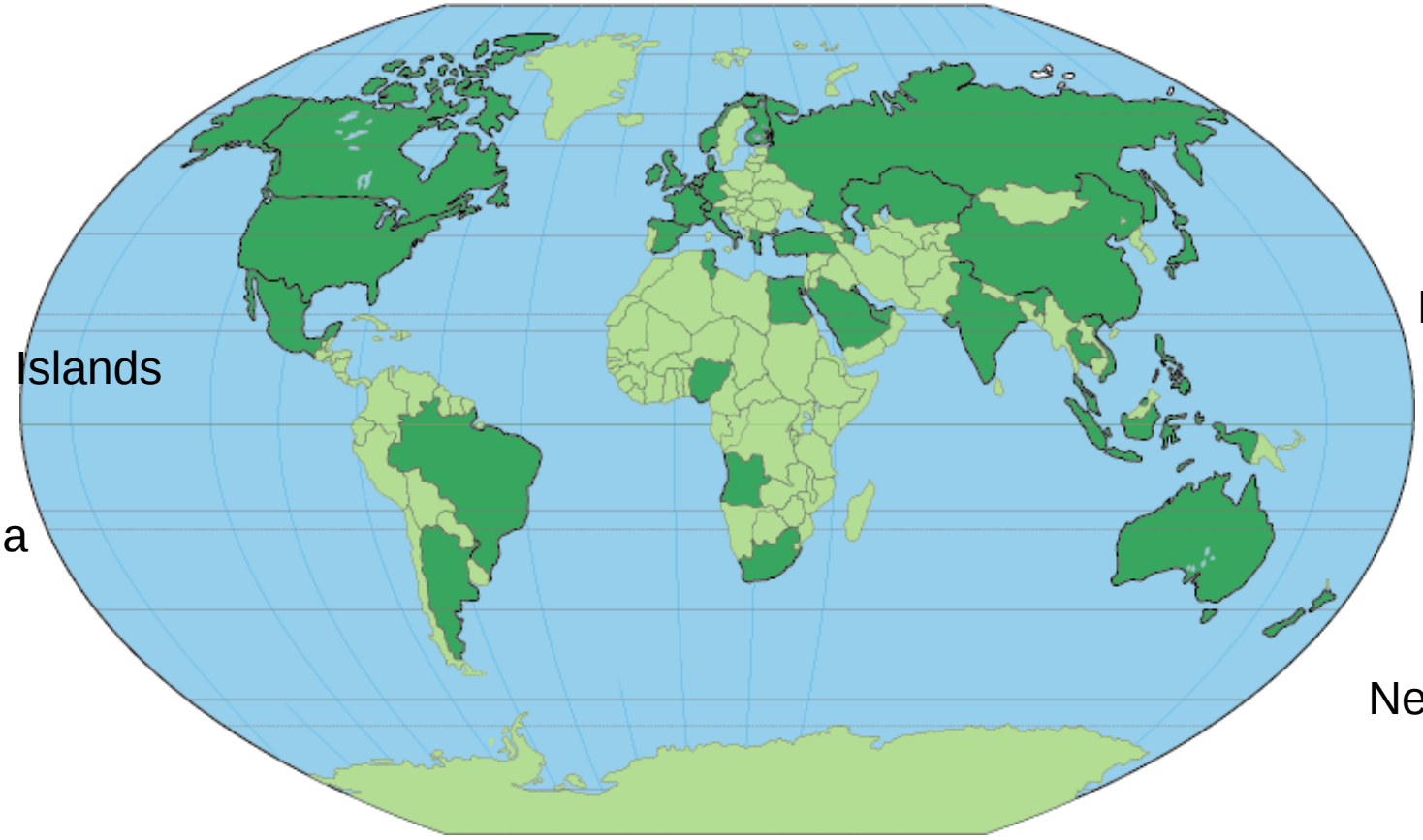
IMCA members are present in …

Ireland, UK, Norway, Finland, Spain, France, Belgium
Netherlands, Germany, Denmark, Switzerland, Monaco, Italy,
Cyprus, Malta, Turkey, Tunisia, Nigeria, Angola, South Africa

Canada
USA
Mexico
Cayman Islands
Trinidad
Brazil
Argentina



Russia
China
Japan
Vietnam
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Malaysia
Singapore
Brunei
Indonesia
Thailand
Australia
New Zealand

Azerbaijan, Kazakhstan, Egypt, Saudi Arabia,
UAE, Bahrain, Kuwait, Qatar, India

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IMCA International Contractors

Acergy
Allseas
Heerema Marine Contractors
Helix Energy Solutions
Group

J Ray McDermott
Saipem
Subsea 7
Technip

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IMCA Objectives

Objectives

- Be ‘self-regulating’
- Improve HSEQ in contracting
- Achieve a balance of risk and cost
- Improve and spread IMCA guidelines
- Ease the free movement of equipment and personnel globally
- Sustain employment in our industry
- Promote equitable contract principles

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Meeting objectives

- Ensure endorsement of and continually improve IMCA guidelines
- Ensure endorsement of and continually develop IMCA competence schemes
- Publish global codes of practice, guidance notes, industry briefings, discussion papers and other media
- Promote the use of common and practical industry good practice
- Promote standard contracts to foster the ideals set by the industry and improve relations, increase efficiency and reduce overall cost

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Meeting objectives

- Monitor legislation affecting the industry
- Provide a forum for discussion
- Hold meetings, workshops and seminars at various levels and at various locations
- Ensure the needs of members are adequately and properly addressed
- Encourage research and development of new technology
- Provide a single voice to speak on behalf of members where there is a common interest

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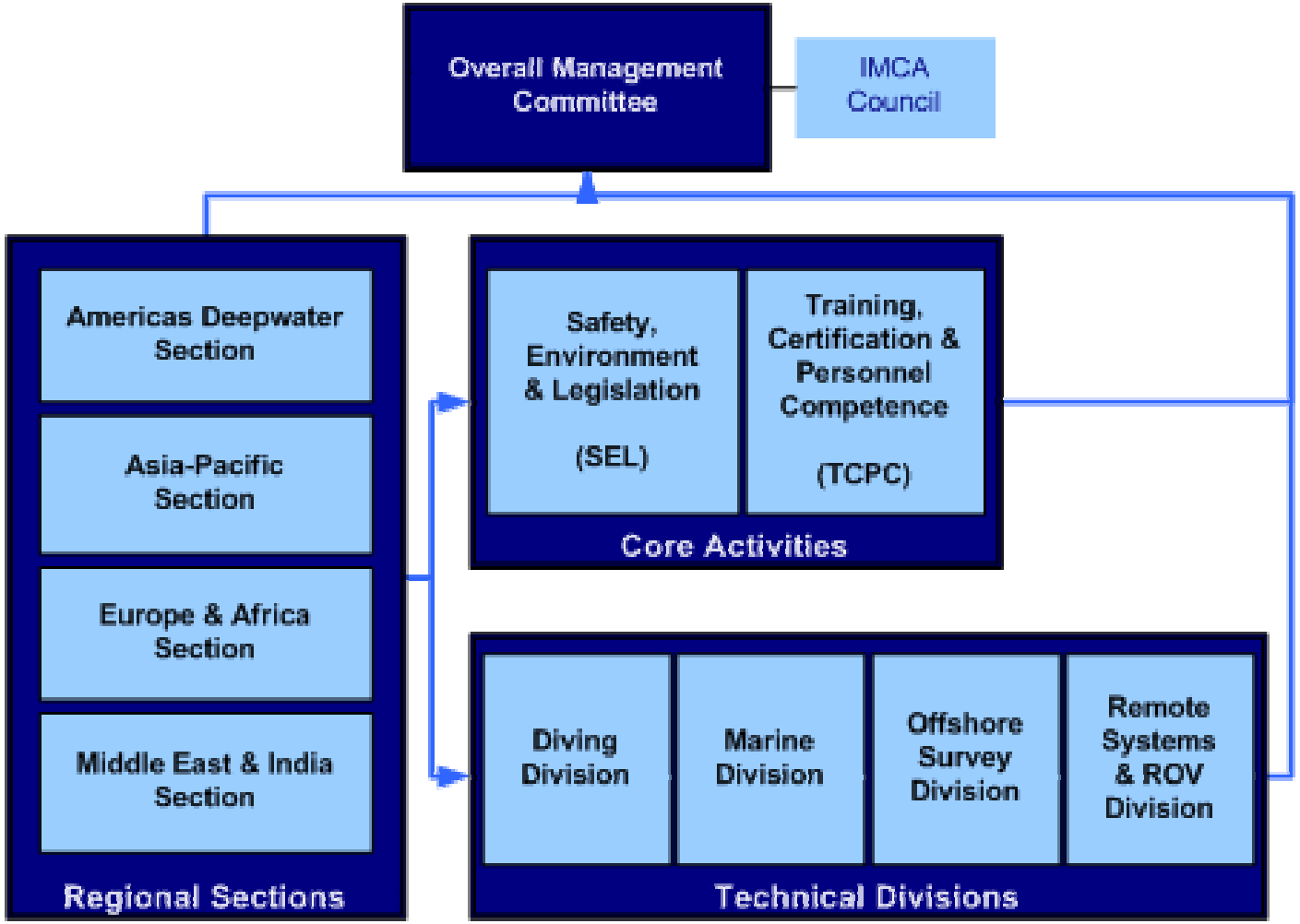

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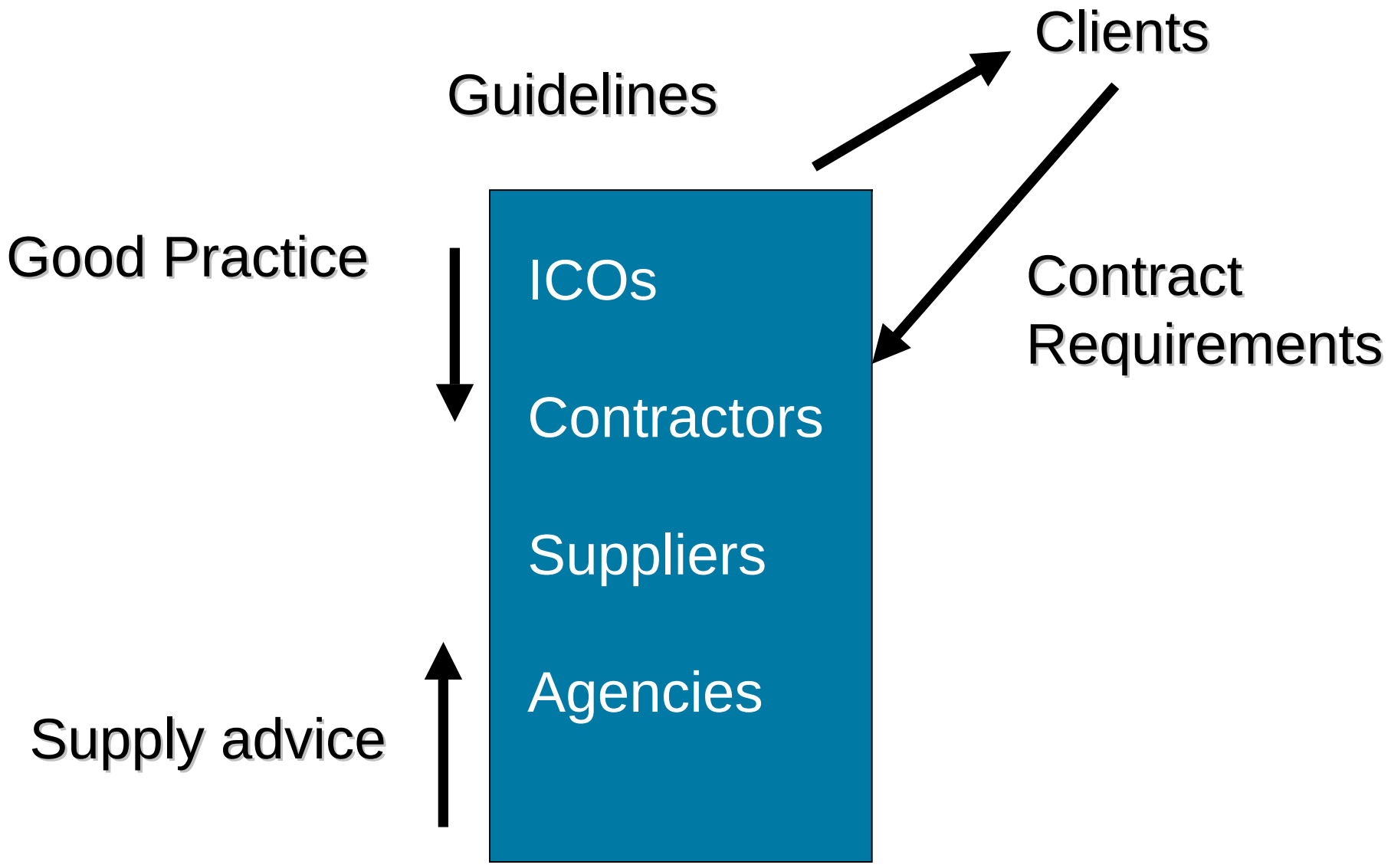
IMCA Guidelines Become Requirements



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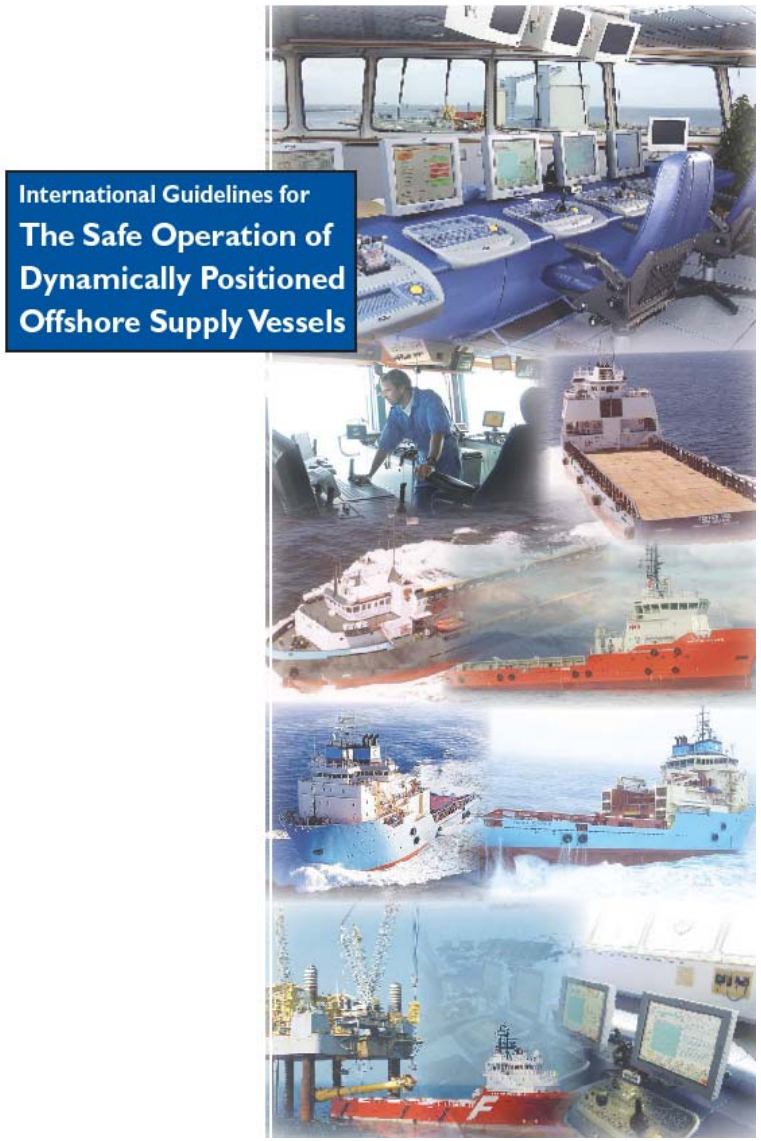
Safe Operation of DP OSVs



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Safety Pocket Cards

Personal Security

Key Advice

- **Stay alert**
- **Look after your passport** - it is your most valuable possession when travelling internationally. Keep it and any air tickets in a safe place and keep a photocopy and spare photographs with you
- **Avoid drawing attention to yourself**
- **Remember - possessions are replaceable, you are not!**

Before you travel

Ensure you are properly informed about the area you are visiting, including:

- social and political climate
- organised crime and corruption
- possibility of terrorism
- religious or ethnic extremism or unrest
- areas to avoid

At the airport

- Always watch your bags (and computer), especially when going through security screening
- Keep anything of value in a carrycase that stays with you
- Never carry packages through customs for other people
- Never joke about weapons or explosives
- Never raise your voice to officials or patronise them or their country
- Pack your own luggage and never leave it unattended

IMCA
No. 13 in a series of pocket safety cards issued by
The International Marine Contractors Association
Issue 1 - June 2006

Personal Security

Street and hotel security

- Respect local customs, courtesies and dress codes
- Avoid broadcasting personal information, such as your name, room number, hotel or destination when at reception or when booking a taxi
- Maintain a low profile by dressing conservatively and not wearing expensive looking jewellery or watches
- Blend in with the local environment and avoid drawing attention to yourself
- Watch out for staged mishaps. These can take many forms
- Book hotel rooms between the second and seventh floors. This limits easy access to the room from the ground yet is low enough to be reached by fire equipment
- Keep hotel doors and windows locked. Use a rubber wedge to secure your door

Ensure you get home

- Do your family and company know where you are and how long you intend to be there?
- Trust your instincts. Leave areas where you feel ill at ease
- Avoid shortcuts and stay in well-lit areas
- Remain in groups
- Avoid going out alone and on foot during hours of darkness

For more information on IMCA's safety-related initiatives, please visit our website at **www.imca-int.com**

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Safety Posters

Manual Handling WATCH YOUR BACK

Manual handling is a major cause of injury

Back pain is suffered by one in five of those with work-related ill health - bad for people, bad for business

Minimise or reduce risk:

- Stop and think
- Take account of sea conditions when carrying loads
- Use risk assessments
- Can the job be avoided or done differently?
- Use handling aids
- Get help

Avoid back pain - don't strain:

- Don't risk injuring yourself
- Protect your back
- Use correct posture when pulling and lifting
- Do not lift more than you can handle
- Don't twist when carrying heavy loads

IMCA No. 1 in a series of safety posters issued by The International Marine Contractors Association.
For more information on IMCA's safety-related initiatives, please visit our website at www.imca-int.com

Preventing SLIPS, TRIPS & FALLS

Top Tips

Ensure lighting levels are adequate

Keep the workplace neat and tidy

Do not carry more than you can handle

Take care when descending stairs, especially when carrying a load

Tape down or reroute temporary cabling

Take account of sea conditions when carrying loads

Remove or clearly identify protrusions or raised areas on decks

Wipe up spills *when they occur*

IMCA No. 2 in a series of safety posters issued by The International Marine Contractors Association.
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Information Notes

- M 14/07 Consideration of Chart Source Data in Passage Planning and Execution
- M 15/07 Anchor Handling – Guidelines arising from Loss of Bourbon Dolphin
- M 16/07 USA Passport and Personnel Identification Western Hemisphere Travel Initiative (WHTI) - Update
- M 17/07 Rolls Royce Marine Anchor Handling/Towing Winches
- M 18/07 General Thruster Specification and Bid Information Questionnaire – Proposed withdrawal of guidance note IMCA M 137 Rev. 1

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Incidents & accidents

"Experience is the name everyone gives to their mistakes"

Oscar Wilde

Lady Windermere's Fan

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Incidents and Accidents

Avoiding repeating an incident or accident saves lives, time and money.

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Incidents and Accidents

IMCA collects, analyses and publishes data for three separate but connected initiatives:

- Safety flashes
- DP incident reporting
- Lifting incident reporting

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Justification for incident reporting

- Incident reports help to find out why accidents don’t happen
- Higher frequency of incidents permits quantitative analysis
- Provide a reminder of the hazards

A Handbook of Incident and Accident Reporting – C. W. Johnson

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Justification for incident reporting

- Feedback keeps personnel in the loop
- Data and lessons learnt can be shared
- Incident reporting schemes are cheaper than accidents
- May be required to do so

A Handbook of Incident and Accident Reporting – C. W. Johnson

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Benefits of incident reporting

- A response as soon as the data is released to help close out the incident
- Analysis highlighting any new areas of concern
- A dialogue with DP Control system suppliers to check they are aware of a new problem and had a fix in hand

IMCA M 181 Analysis of Station Keeping Incident Data 1994-2003

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DP Incident Reports

- **DP incident**

  Loss of automatic control, loss of position or any incident which has resulted in or should have resulted in a red alert

- **DP undesired event**

  Loss of position or other event which is unexpected /uncontrolled and has resulted in or should have resulted in a yellow alert

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DP Incident Reports

- **DP downtime**

  Position keeping instability, loss of redundancy which would not warrant either a red or yellow alert, however loss of confidence has resulted in a stand down from operational status for investigation, rectifications, trials, etc.

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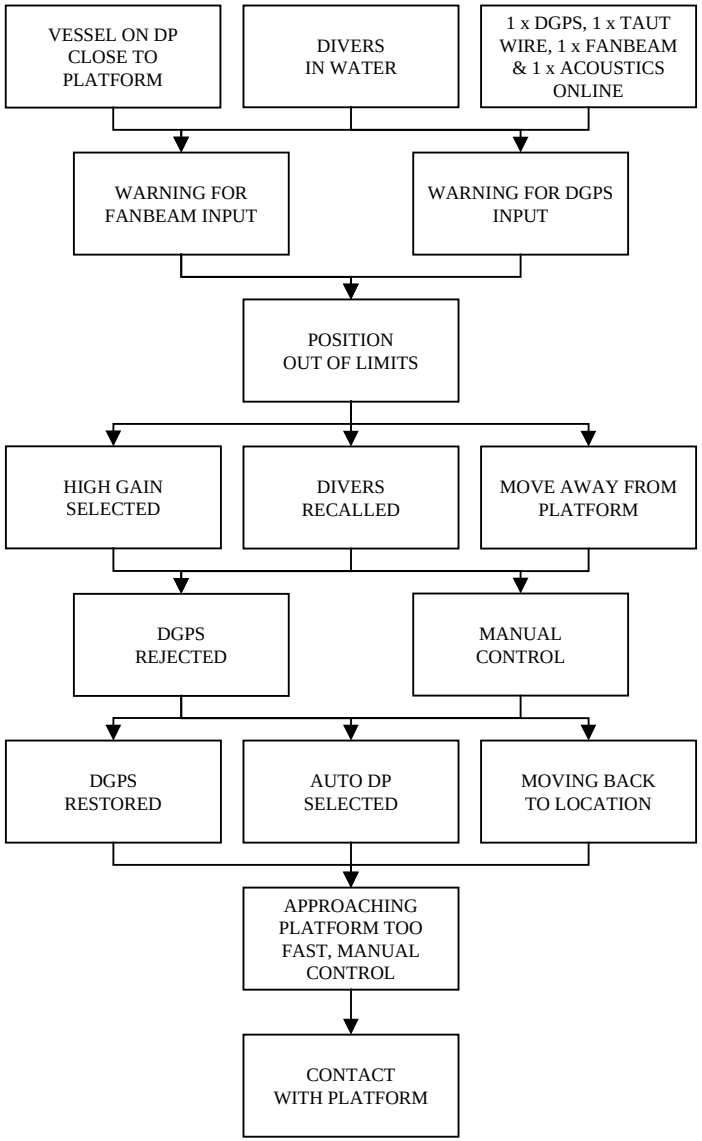
Incident tree



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MARS reports

- Losses
- Probable cause
- Root cause
- Contributory factors
- Corrective actions
- Actions to taken to prevent recurrence

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IMCA Seminar

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Conclusion

Thank you

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