Introduction

Vessel crew
Who we are

- Energy company present in 40 countries with 29,000 employees
- Producing 1.95 million barrels of oil equivalents (boe) per day
- About 22 billion boe in proven resources (5.6 billion in recognised reserves)
- One of the world’s largest net sellers of crude oil
- The world's largest operator in waters deeper than 100 metres
- World leader in carbon capture and storage
- The second largest exporter of gas to Europe
- Biggest retailer of oil products in Scandinavia
Our ambition is to be the industry leader in HSE. We must therefore improve in this area, and HSE must be the number-one priority in everything we do. Should a conflict arise, safety must always take precedence over production.
The HSE poster

Our goal is zero harm

We ... 

... understand and manage risk
... can prevent all accidents
... stop unsafe actions and operations
... minimise our impact on the environment and climate
... care about each other
... create a safe and healthy working environment
... work together with our partners to improve our HSE results
... have an open dialogue with society
The model in the Statoil book

Compliance and Leadership Model

- Person or team responsible for a task
- Leadership required to perform task

Task

- Understand task
- Identify requirements
- Manage risk
- Execute task
- Evaluate result

Learning and improving

Communication and drive level of precision
- Act as a role model
- Train your team
- Follow up task

Delivery

Enabling high performance delivery

Classification: Internal  2011-07-22
Behaviour patterns and higher quality

Pattern of behaviour

- Understand the activity
- Identify requirements
- Evaluate risks
- Execute activity
- Evaluate and learn

Pattern of leadership behaviour

- Decide level of precision
- Act as a role model
- Be "hands on"
- Train your team and yourself

Consistently high performance

- Interactions
- Courageous • Open • Hands on • Caring
Hazards in the logistics chain:

• **Collision between vessel and facility.**
  More than *1,000 vessel movements within the safety zone each month*

• **Lost vessel**
  – Anchoring operations
  – Supply

• **Crane and lifting operations**
  – Heavy lifts
  – Pipe handling
  – Hose load

  *More than 10,000 lifts between vessels and facilities each month*

• **Handling of hazardous goods and tank cleaning**

• ”**Routine jobs”**
Logistics and emergency preparedness

<table>
<thead>
<tr>
<th>Facilities</th>
<th>34</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floating rigs</td>
<td>14</td>
</tr>
<tr>
<td>Anchor handling vessels</td>
<td>5+</td>
</tr>
<tr>
<td>Supply vessels</td>
<td>20+</td>
</tr>
<tr>
<td>Standby vessels</td>
<td>20+</td>
</tr>
<tr>
<td>Supply bases</td>
<td>7</td>
</tr>
</tbody>
</table>
Green logistics

Vessels are responsible for more than 90% of the emissions to air in upstream logistics

Voyages can become greener through:

• More environmentally friendly vessels
• Operate the vessels optimally as regards fuel consumption - within limits provided in confirmation of assignments and governing documents
• Good utilisation of vessels and optimisation of schedules
• Lower speed to the installation if it is not ready to receive the vessel
• Lower speed from the last installation to the supply base if the schedule is not too tight
• Optimize vessel draft and trim
Actions which enhance compliance

• Legislation, best practice and safety

• All relevant operations in Northwest Europe will be covered by the NWEA guidelines.

• www.nwea.info (new edition in June 2009)

• Norwegian R-003: Regulatory requirements for crane operations. Interaction between the facility and vessel in connection with loading/unloading operation.

• It is important that the vessel crew is familiar with these guidelines !!
Operation manuals for offshore service vessels Norwegian continental shelf:

• It is available on www.nwea.info under the Norwegian flag

Norwegian additional information

Including information from Statoil, BP, Marathon and Total.

The Norwegian Oil Industry Association, OLF, and Norwegian Shipowner’s Association, NSA, withdraw by this their Guidelines no 061 and 61 A. Please note that Guidelines 061 and 61A were developed earlier through the Norwegian three partite cooperation. Norwegian input to NWEA group was based on these OLF/NSA guidelines and consequently the NWEA guidelines are considered to be three partite cooperation in the Norwegian context.

NWEA Retningslinjer for sikker styring av offshoreforsyning og riggflytting (.pdf)
OPERATIONS MANUAL FOR OFFSHORE SERVICE VESSELS NORWEGIAN CONTINENTAL SHELF (revisjon 1-sep 2011)-eng (.pdf)
OPERASJONSMANUAL FOR OFFSHORE SERVICE FARTØYER NORSK SOKKEL (revisjon 1-juli 2011) (.pdf)
Press the Statoil logo to display this menu from which you may download the main document and open all appendices:

Here you will find information on reporting routines, contact information and other relevant information and operations procedures.

Vessel brief for new vessel/ crew
A-4 Checklist for entering the safety zone

<p>| | |</p>
<table>
<thead>
<tr>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Waypoints must be set so that the closest point of approach (CPA) to the facility is outside the facility's safety zone</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Checklist cf.: NWEA / OLF 061B with adjustment of items 15 and 16</strong></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Sea state and weather conditions acceptable for safe operation</td>
</tr>
<tr>
<td>2</td>
<td>Limitations due to sea state/weather conditions</td>
</tr>
<tr>
<td>3</td>
<td>Safe approach heading toward the installation assessed</td>
</tr>
<tr>
<td>4</td>
<td>Bridge and engine room manned in accordance with the requirements</td>
</tr>
<tr>
<td>5</td>
<td>Communication established</td>
</tr>
<tr>
<td>6</td>
<td>NO hot work activities/smoking on deck within 500 metres</td>
</tr>
<tr>
<td>7</td>
<td>Autopilot off (Manual steering)</td>
</tr>
<tr>
<td>8</td>
<td>Manoeuvring system tested</td>
</tr>
<tr>
<td>9</td>
<td>Emergency manoeuvring system tested</td>
</tr>
<tr>
<td>10</td>
<td>Working side confirmed by the facility.</td>
</tr>
<tr>
<td>11</td>
<td>Loading operations (cargo, bulk cargo, liquid cargo) confirmed by the facility.</td>
</tr>
<tr>
<td>12</td>
<td>The facility must confirm that they are ready for the operation, and for the arrival of a vessel (incl. shutting of drain)</td>
</tr>
<tr>
<td>13</td>
<td>Manoeuvring mode for the chosen operation? (In DP mode, the DP checklist must be used in addition)</td>
</tr>
<tr>
<td>14</td>
<td>Other ongoing and/or planned activities within the 500-metre zone?</td>
</tr>
<tr>
<td>15</td>
<td>Entering the safety zone with safe ??steerage way.</td>
</tr>
<tr>
<td>16</td>
<td>DP test at the installation</td>
</tr>
</tbody>
</table>
Notification of Serious Incidents to Statoil:

**Serious incidents that shall immediately be reported orally to Statoil Marin:**
- Personal injuries that requires medical intention
- Technical deviation which affects the operational capability of the vessel
- Near miss incidents with serious potential

**Serious incidents that shall first be reported orally to Offshore Installation Manager (OIM) (via established communication channel):**
- Incidents within the Safety Zone where the vessel represents a risk towards the Installation

NB! In the case of incidents onboard your own vessel which require assistance from RCC, the vessel must request this on its own behalf.
Statoil Marin - sea surveillance, logistic coordination and support to Statoil 2. line of emergency response.

**Sea surveillance**
Statoil Marin performs this duty on behalf of 60 installations (both Statoil and other operators) at the Norwegian Continental Shelf (NCS)
The surveillance is both of safety zones and fishing restriction zones.

**Logistic coordination**
Statoil Marin coordinates all the supply vessels in operation for Statoil while sailing. Statoil Marin takes over this responsibility from the supply bases when the vessel leaves the supply base.

**Support to DPN 2. line of emergency response**
Statoil Marin keeps an overview of all vessels sailing for Statoil, and coordinate them in an emergency situation.

Statoil Marin is manned by experienced maritime personnel with experience from different categories of offshore vessels.

Statoil Marin has access to realtime weather information from all areas where Statoil operates.
Collaboration!

• All vessels are required to proactively update and optimise the current passage plan.
• The vessel must verify the given passage plan and report needs for changes to the responsible supplybase.
• The vessels must keep Statoil Marin updated on all changes to the original passage plan. Specially deviations at staytime at the installation.
• The master is responsible for ensuring that the vessel operates within its operational limitations, and within the limits described in the NWEA Guidelines.
• When a supply vessel is finish loading at the supplybase, and the weather reports indicate poor working conditions for the vessel at the field, the vessel will be put on callout by Statoil Marin. The vessel must then follow the weather forecast with focus at:
  − Consider and report to Statoil Marin expected time for when it is possible to start working at the installations
  − Consider and report to Statoil Marin alternative passageplan based on the weather forecast
  − Consider and report to Statoil Marin which installation to start at, based on the forecast
  − Consider and report expected departure time from the supplybase to be offshore at agreed time
• The agreement between the vessel and Statoil Marin about these issues will be updated in the system for vessel-coordination (VTMIS) by Statoil Marin. Then this information is available for all members of the supplychain.

This is in accordance to Statoils governing documentation for supplyvessels operating for Statoil.
Tank Cleaning Operation

• All vessels with automatic tank cleaning system should use this when required.

• Vessel should take initiative to preform automatic tank cleaning operation after closer agreement with Statoil supply base after delivering of bulk. The advantage of using automatic tank cleaning system:
  − Increase of HSE matters. Less personnel and time needed.
  − Increased flexibility. Less time needed for manual operations and tank entering
  − Increased economic aspects.

• Cost of detergent can be invoiced to Statoil.
Access to collaboration portals

• Statoil's weather forecast services are delivered from Storm Weather Center, and vessels have access to field-specific services:

  http://metocean.storm.no
  User name: ____________
  Password: ____________

• All passage plans are updated and optimised in VTMIS. Passage plans for the supply vessels are issued by e-mail upon departure from port, and in the event of significant changes in the passage plan. In addition, everyone is able to keep up to date on the passage plan in VTMIS on the web

  www.vtmis.statoil.com
  User name: ____________
  Password: ____________

Access can be obtained upon request to Statoil Marine
www.logistikkportalen.no
Summary:

• Enter www.nwea.info. From this site You can navigate further to Norwegian Flag & Statoil Logo.

• Documents and amendments displayed under Statoil logo will give you information regarding contact points, reporting routines and other necessary information.

• All incidents and personnel injuries shall be notified to Statoil Marin immediately.

• Contact Statoil Marin or Base for general question or question regarding the vessel’s assignment.
Thank you