MARINE
Safety Forum

United Kingdom Continental Shelf Supplement

Guidelines for Offshore Marine Operations




United Kingdom Continental Shelf Supplement

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Ownership & Signatories

This document, whilst an addendum to the Guidelines for Offshore Marine Operations, is "owned" and sponsored by the following organisations:

1. Oil & Gas UK
2. United Kingdom Chamber of Shipping

The Marine Safety Forum will act on behalf of the owners in matters relating to this document.

Work Group

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The Workgroup would like to thank those organisations, who acted as hosts for its meetings:

Maersk Oil	Aberdeen
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The Work Group would especially like to thank the many serving Seafarers for their input into this document, without which it would not have been possible.

Review

Comments, queries or concerns from users relating to all aspects of this document are welcomed.

Any comments, queries or concerns should be submitted to the Marine Safety Forum at the email address below.

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This document shall be reviewed at regular intervals by Workgroups under the direction of the Marine Safety Forum at intervals no less than the main GOMO document.

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RECORD OF CHANGE

Revision Number	Section	Summary of Amendments from Previous Revision	Date Of Revision
1	All	First Issue	1st June 2014
2	2.2	Update to Cargo Securing	20th Oct 2017
	2.2.4	Addition of Container Loading Guidance	
	2.8	Update to Dangerous Space Entry Guidance in line with latest Code of Safe Working Practices for Merchant Seafarers	
	3.1	Name Change to Code of Safe Working Practices for Merchant Seafarers	
	3.11	Update to Small Craft Codes guidance	
	3.12	Inclusion of OGUK Guidelines for Ship/Installation Collision Avoidance	
	3.13	Update to Tandem Loading Guidelines	
	5	Update to OPITO Contact details	
	5	Update to OCIMF Web address	

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1. INTRODUCTION

This document supplements the Guidelines for Offshore Marine Operations (GOMO).

1.1. Purpose & Use

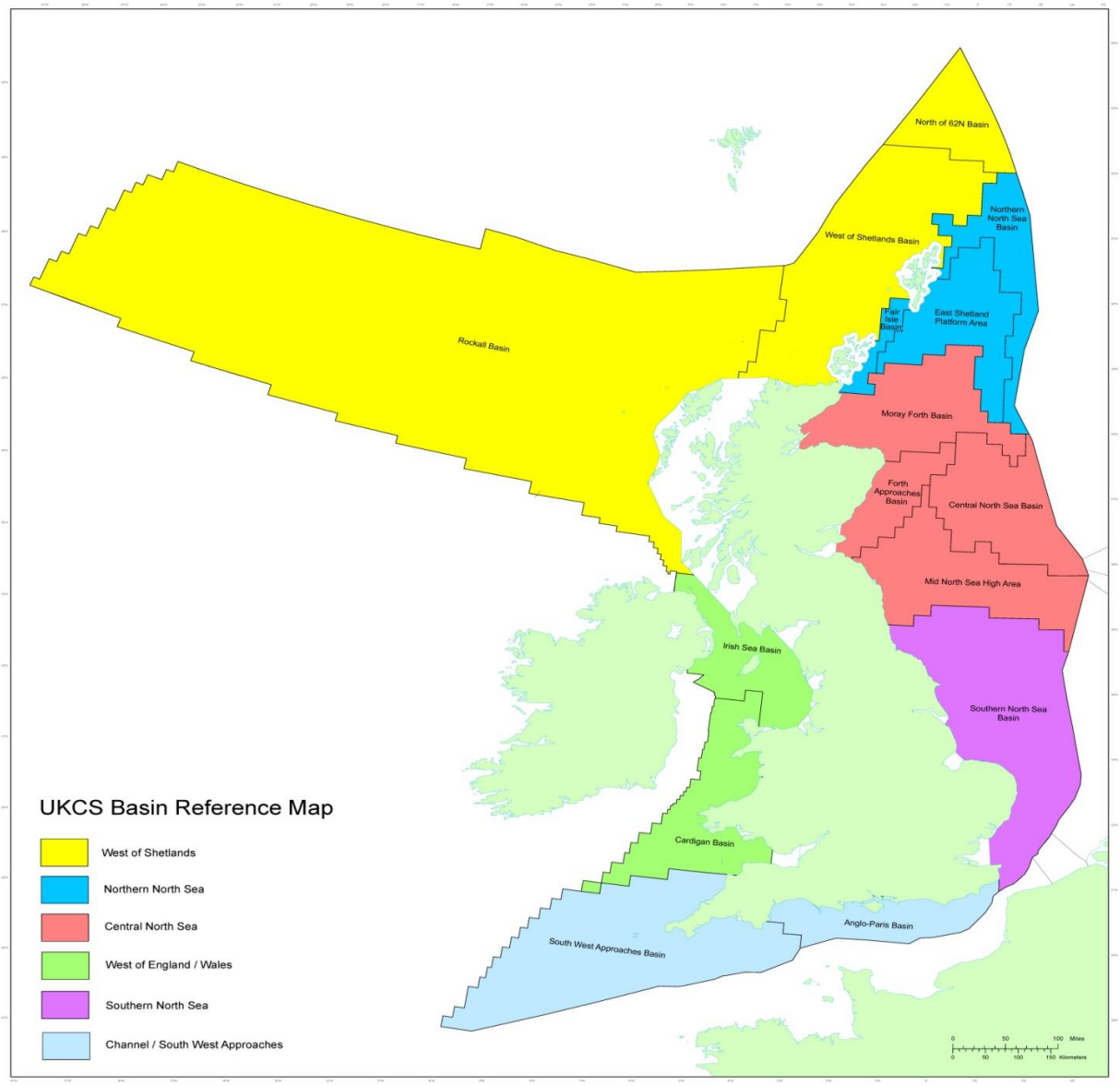
The objective of this document is to provide guidance, supplementary to the Guidelines for Offshore Marine Operations (GOMO), in the best practices which should be adopted to ensure the safety of personnel on board all vessels servicing and supporting offshore facilities operating in the UK Continental Shelf, and to reduce the risks associated with such operations.

It is recognised that, in certain circumstances, company-specific requirements may exist. In this event, this document should be read in the context of such requirements and interpreted accordingly.

This document does not override any legal requirements that may be in place or are introduced from time to time.

1.2. Area to Which Document Relates

This document relates to all offshore marine operations within the United Kingdom Continental Shelf (UKCS) as depicted in the map below.



1.3. Abbreviations and Definitions

Abbreviations and terminology which may be used in this document are included in the Guidelines for Marine Operations Manual. Only those used in this document, but not noted in the main GOMO document, or the definition differs within the UKCS, are found below.

1.3.1. Abbreviations

RIDDOR: The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations

DfT: The UK Department for Transport

1.3.2. Terminology Definitions

Daughter Craft: Larger fast rescue craft of semi-rigid construction and typically up to 11 metres in length, provided with fixed protection from elements for crew and recovered survivors, capable of being deployed from host vessel for periods of up to 4 hours.

Pennant Wire (Buoy): Buoy wire from the seabed up to a buoy on the surface.

Pennant Wire (Crane): A crane pennant is the term used in the offshore industry for a single leg sling with a master link at one end and a hook at the other. The master link attaches to the crane hook block and this ensures personnel attaching and detaching loads on a potentially moving offshore installation or supply vessel are not exposed to the swinging, large mass, crane hook block.

Underway: A vessel which is not at anchor, not made fast to the shore and not aground.

Overriding Authority: The Master, under the ISM Code, has overriding authority to deviate from his vessels Operating Company's Safety Management System, to make decisions with respect to Safety and Pollution and to request the Company's assistance as may be necessary.

For the sake of clarity, this means the Master has full authority, under law, to do whatever is necessary to protect the safety of; his crew, vessel and the environment.

2. GENERAL GUIDANCE

2.1. Adverse Weather Working – Offshore Supply Operations

The Trigger points in the below table are points for consideration, and are dependent on the capabilities of the vessel as well as any installation involved. These trigger points are intended to instigate a conversation between all parties involved to consider the precautions listed. At all times work should be carried out after appropriate risk assessment and the Master maintains overriding authority.

WEATHER SIDE WORKING SHOULD BE AVOIDED AT ALL TIMES WHERE POSSIBLE. IF YOU MUST WORK ON THE WEATHER SIDE, THEN A WRITTEN RISK ASSESSMENT BETWEEN BOTH PARTIES COVERING THE BELOW REQUIREMENTS SHALL BE COMPLETED;

- **Limits to cease operations (utilising the Trigger Points below)**
- **Hose Working**
- **Planned Operations**

Trigger Points	Precaution
Thruster and Propulsion Utilisation	**Where a vessel is required to take up and maintain station close to a facility the continuous power utilisation of any manoeuvring thruster (including main propulsion) must not exceed 45% of the available power.** **Where a vessel has been fitted with a consequence analyser, the DP Operator must follow warnings from this system.**
Wind Unfavourable Wind Direction	No installation overboard venting or discharges whilst working supply vessels, unless previously agreed with vessel Master. Master may cease operations if safe operation within the Safety Zone is compromised due to overboard venting or discharges.
20 knots mean wind speed at 10m level	Secure loose items and advise greater caution to prevent injury to personnel and damage to equipment.
25 knots mean wind speed at 10m level	Consideration must be given to ceasing operations. Master, OIM and Crane Operator should evaluate the weather conditions and forecast. If necessary, a risk assessment should be carried out before commencing / continuing the operation. Consider vessel motion, possible injury to crew and potential cargo damage when reviewing prevailing weather conditions and immediate forecast.
Sea State 3m – 4m Significant Wave Height	Master, OIM and Crane Operator should assess the situation on positioning and cargo handling before arrival within safety zone. Account for vessel motion, hose work, any awkward lifts, potential cargo damage due to heave and potential effects of sea on hose work.
Tidal Streams Strong Currents or Tides	Consider delaying cargo operations, especially hose work, until slack tides if vessel cannot hold station satisfactorily against tide
Visibility On Approach to Installation Visibility <250m	Remain outside safety zone of installation to avoid collision with installation or other vessels. Maintain radar watch.
During Operations Poor Visibility	Cease cargo operations if crane operator is unable to see vessel deck crew clearly.
Vessel and Equipment Vessel moving violently	Master may cease operations if vessel movement starts to affect station keeping or crew safety.
Forecast for adverse weather	Consider making for sheltered waters or port to avoid risk to personnel or equipment or cargo. Such consideration must take into account the time taken to reach sheltered waters or port

2.2. Cargo Securing

Deck cargoes carried on offshore support vessels may include a wide variety of items, including cargo carrying units of several types, specialised items or tubulars.

All deck cargo, including tubulars, must always be adequately secured throughout the voyage. It is the responsibility of the Master to ensure that all cargo is adequately and appropriately secured throughout the voyage, whether on the outward passage to the first offshore facility, during transits between facilities, or when on the inward passage to the discharge port. This requirement will also apply during prolonged periods of standby at an installation, particularly when moderate or heavy weather is expected during the period of standby. Securing cargo during periods of standby has the added advantage of the vessel being prepared should it be diverted to another installation, returned to port or if weather conditions deteriorate.

The only exemption from the requirement to secure deck cargo is when the operation of securing cargo presents a risk to the safety of crew when the vessel is offshore. A rapid deterioration of weather conditions, resulting in unsafe working conditions on deck constitutes such an exemption.

Before any cargo operations and the subsequent securing of cargo is undertaken, the following must be considered during the Risk Assessment & Permitting stage:

- Weather conditions
- Orientation of the vessel and safety of Deck Crew when working alongside an offshore facility, bearing in mind that multi-role vessels will more than likely have an open stern roller arrangement making the shipping of water on deck more likely.
- There are instances when multi-role vessels with open stern roller arrangements or AHTS may be used for cargo operations. Weather parameters shall be determined between the vessels and installations in line with the location, season, and vessel size and type (closed/open stern, low freeboard). Consideration should also be given to orientation of the vessel and safety of Deck Crew with regards to weather when securing cargo prior to transits between offshore facilities, or when on the inward passage to the discharge port.
- Communications for the cargo operations should be discussed between offshore facility and the Master, including the order of operations to be agreed, before the vessel goes alongside.
- The deck crew must always have an escape route identified.
- Loading / Back loading Plan
- Adverse weather working guidelines and trigger points
- Cargo is secured in blocks making the best possible use of securing equipment and arrangements available.
- Cargo securing must not be attempted with the stern facing in to the weather.
- During periods of marginal weather when cargo is not secured, i.e. while working an installation, it is required that crew clear the cargo deck during substantial changes of heading and/or position. Only when the suitability of the new heading/position has been assessed, should crew be allowed back to the cargo deck.
- Where the methods of securing cargo used are fitted with hydraulic brakes, manual brakes should also be engaged.
- The Safety of the Crew MUST ALWAYS take precedence over station keeping.

Guidance relating to the securing of the various cargoes likely to be carried is included below.

2.2.1. General Cargo

In the context of this document, general cargo is considered to include all types of cargo carrying units, including closed or open-top containers of any size, cargo baskets or any other serving a similar purpose.

It is unlikely, nor practical, that such items will be individually secured but when considering the arrangements to be used the following points should be borne in mind:

- The cargo should be secured in discrete blocks, normally consisting of not more than 10 - 15 items, depending on the nature or size of the units.
- Wherever practical, these blocks should relate as closely as possible to the parcels of cargo to be delivered to each of the offshore facilities included on the present voyage plan.
- In general, when discharging cargo at any offshore facility, the securing arrangements on only one block of cargo should be released at any time.

If the total consignment on the vessel to be delivered to that facility includes more than one block of cargo, these should be worked consecutively, not concurrently.

A wide variety of securing arrangements are likely to be encountered, making use of chain, wire or synthetic fabric, tensioned using both manual and mechanical methods. Specific guidance for all arrangements which may be used is not possible, but the following general principles apply:

- All equipment should be thoroughly inspected before use to ensure that it is not damaged and is fit for the purpose intended.
- When assessing the strength of any rigging items, including chain, wire or synthetic strops, the maximum breaking load, including a bend reduction factor, rather than the safe working load should be used. The latter relates to lifting operations and is not relevant in these circumstances.
- Adequate protection from chafing should be provided, to protect both the securing arrangements and the cargo itself.
- Tensioning arrangements which must be released to be adjusted should not be used. Examples of such arrangements are the lever-based chain load-binders used when securing cargoes on road vehicles.

2.2.2. Non-Routine Cargoes

Included the category of specialised cargo are such items as space frame structures such as flare or crane booms, or large unitary items associated with specific development projects.

The shipment of such items should be the subject of a specific risk assessment, and, where necessary, engineering analysis to determine the most appropriate means of supporting and securing the cargo.

Further guidance relating to the shipment of such items is included in Section 9.13 of the main GOMO document.

2.2.3. Tubular Cargoes

Further guidance regarding the shipment and securing of tubular cargoes is included in Appendix 9 – B of the main GOMO document.

As always it is the Master's Responsibility and the Master maintains the overriding authority at all times.

2.2.4. Container Loading

To avoid damage to container door mechanisms:

In Port

- All standard containers should be loaded with doors facing in-board (away from the crash barrier).
- All standard containers must not be loaded with doors facing each other.
- When loading baskets or non-standard lifts, efforts should be made to prevent door mechanisms of adjacent CCUs being damaged. When loading pipe baskets or similar, extreme caution should be exercised when the lift is in close proximity to other lifts.
- Correct loading practices should be discussed with the deck foreman during the load-out meeting and the loading meeting checklist will be amended to reflect this.

- Bridge officers and deck crew shall remain vigilant during the loading process and inform loading gang if lifts are landed incorrectly, allowing them to be re-stowed.
- As far as is possible, container seals should be confirmed as in place and doors correctly closed before blocking in lifts.

Offshore

- Deck crews must exercise vigilance during cargo operations and visually check all lifts prior to banking in and hooking on the crane.
- With doors loaded inboard deck crews should be presented with a clear view of container doors from a position of safety.
- The practice of cherry picking, in line with industry standard, is not permitted.

2.3. Dangerous Goods General Segregation Provisions

The general provisions for the segregation between various classes of dangerous goods are shown in the Segregation Table found below. For further information please refer to Volume 1 of the IMDG Code, Chapter 7.2 General Segregation Provisions and MGN 282

Class	1.1 1.2 1.5	1.3	1.4 1.5	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives, 1.1, 1.2, 1.5	*	*	*	C	B	B	C	C	C	C	C	C	B	C	B	C	X
Explosives, 1.3, 1.6	*	*	*	C	B	B	C	C	C	C	C	C	B	C	B	B	X
Explosives, 1.4	*	*	*	B	A	A	B	B	B	B	B	B	X	C	B	B	X
Flammable Gases, 2.1	C	C	B	X	X	X	B	A	B	X	B	B	X	C	B	A	X
Non-Toxic, Non-Flammable Gases 2.2	B	B	A	X	X	X	A	X	A	X	X	A	X	B	A	X	X
Poisonous Gases, 2.3	B	B	A	X	X	X	B	X	B	X	X	B	X	B	A	X	X
Flammable Liquids, 3	C	C	B	B	A	B	X	X	B	A	B	B	X	C	B	X	X
Flammable Solids, 4.1	C	C	B	A	X	X	X	X	A	X	A	B	X	C	B	A	X
Spontaneously combustible substances, 4.2	C	C	B	B	A	B	B	A	X	A	B	B	A	C	B	A	X
Substances which are dangerous when wet, 4.3	C	C	B	X	X	X	A	X	A	X	B	B	X	B	B	A	X
Oxidizing substances, 5.1	C	C	B	B	X	X	B	A	B	B	X	B	A	C	A	B	X
Organic Peroxides, 5.2	C	C	B	B	A	B	B	B	B	B	B	X	A	C	B	B	X
Poisons, 6.1	B	B	X	X	X	X	X	X	A	X	A	A	X	A	X	X	X
Infectious substances 6.2	C	C	C	C	B	B	C	C	C	B	C	C	A	X	C	C	X
Radioactive Materials, 7	B	B	B	B	A	A	B	B	B	B	A	B	X	C	X	B	X
Corrosives, 8	C	B	B	A	X	X	X	A	A	A	B	B	X	C	B	X	X
Miscellaneous dangerous substances, 9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

X	**NO SEGREGATION REQUIRED**	
A	**AWAY FROM :**	**1 MINI**
B	**SEPARATED FROM :**	**2 MINI**
C	**SEPARATED BY COMPLETE COMPARTMENT** **SEPARATED LONGITUDINALLY BY COMPLETE COMPARTMENT**	**3 MINI**
*	**SEE INTRODUCTION OF CLASS 1 FOR SEGREGATIONS WITHIN GROUP**	
MINI CONTAINER SIZE	**MINIMUM DIMENSIONS – 6FT X 6FT X 8FT OR METRIC EQUIVALENT**	
FOOD CONTAINER SEPARATION	**1 MINI – Class 2.3 6.1 * 8**	**2 MINI – Class 7** / **3 MINI – Class 6.2**
CLASS 1, 6.2 & 7	**STOWED AS FAR AWAY AS POSSIBLE FROM ACCOMMODATION SPACES**	
CLASS 1	**STOWED AS FAR AWAY AS POSSIBLE FROM MACHINERY SPACES**	

2.4. Potable Water Guidelines

The supply of "Wholesome drinking water" or Potable Water, to offshore installations is the responsibility of a number of stakeholders including the supplier, charterer and carrier of the water.

Potable water for offshore installations, carried as cargo on offshore supply vessels, is intended for domestic purposes including, but not limited to, cooking, drinking, food preparation and washing.

The Marine Safety Forum's "Delivering Quality Potable Water to Offshore Installations" has been written for vessels operating in the United Kingdom Continental Shelf, and is designed to provide practical guidance on delivering quality potable water to offshore installations.

These guidelines have been written to comply with European Drinking Water legislation. For Potable water for the use onboard see MGN 397.

2.5. FPSO Operations

For all operations involving FPSOs, the Master should, as a minimum, confirm the following;

- Means of Heading Control
    - Is the FPSO weather vaning?
        - If rotating, what is the point of rotation?
    - Is the FPSO thruster-assisted?
        - Where are the thrusters located?
- Only relative DP Reference systems to be used
- What is the Crane Reach?
- Details of FPSO mooring system
- Details of risers or mid-water arches.

2.6. MOU Moving Operations

The following guidelines must be read in conjunction with section 5.4.5 of the main GOMO document.

2.6.1. Tow Master

The Tow Master is normally engaged by the Mobile Offshore Unit's (MOU) Owner/Manager to provide the on board management team with the requisite marine expertise for the move from one location to another. The Tow Master operates in an equivalent capacity to that of a Harbour Pilot, providing the detail operational knowledge, coordinating function and interface with the supporting vessels.

It is the Owner/managers responsibility to ensure that the individual has the competency and experience to fulfil this function as it relates to the particular unit being moved and operation.

All Tow Masters shall have at a minimum:

- A marine industry background, usually with STCW certification as deck officer on Merchant Vessels.
- Recent experience (within previous 12 months) as an MOU Tow Master, Barge Supervisor, AHTS/AHT Captain or Senior Watch keeper.
- A record detailing MOU move experience and the capacity of involvement, i.e. Tow Master, Trainee, Marine Rep, Trainee Tow Master etc.

The record should show the type of MOUs on which the experience was gained, and details of any exceptional or unusual circumstances.

Examples, such as but not limited to;

- Self-Elevating/Jack-Up or Self-Elevating/Jack-Up Rack Phase Difference(RPD) Prone
- Self-Elevating/Jack-Up onto Open location, alongside or over fixed assets
- Self-Elevating/Jack-Up deep penetration leg extraction and/or punch through risk
- Chain Moored Semi Sub
- Wire Moored Semi Sub
- FPSOs, Barges and other Mobile Offshore Units
- Deep water Moored Semi-Sub, including tandem AHT anchor handling

- Composite Moorings including fibre inserts, mid-line buoys, connecting to pre-laid moorings or fixed structure and such like
- Details on type of passage, i.e. Ocean Tow, Field Tow
- Details of location, i.e. Area of the world, high currents, type of seabed, restricted approach/access, subsea infrastructure etc.

For the specific MOU move, the Tow Master shall have:

- A minimum of 5 previous 'like for like' moves (as noted in the required record) on similar units as a trainee and or under supervision, and will have been assessed as competent by an experienced Tow Master.

At least one similar type MOU move should have been completed in the past 12 months

Where 24-hour Tow Master coverage is required, both shall have the required competency and experience levels as detailed above. Prior to operational start, one should be designated the Senior Tow Master.

Where a Tow Master is in training and does not have the required experience, they shall supplement the qualified Tow Master(s) on the move and will not have any operational responsibilities.

For the move operation, the Tow Master will:

- Fully understand the terms of reference for the role as noted in the MOU Move Work Specification and has been adequately briefed and been provided with all the relevant information.

- Offshore – pre-move:
  - Chair the pre-job meeting
  - Liaise with the Client Marine Representative to clearly establish operational concerns, responsibilities and rights of veto
  - Liaise with the positioning contractors' personnel, who should report to the Tow Master during operations
  - Vessels briefing on location.

- Offshore Operations
  - Review the task progress in cooperation with the MOU offshore management and Client. Representative where necessary and sign off on designated 'Hold Points' within the procedures
  - Where a deviation from procedure is required, ensure the agreed management of change process is followed
  - Conduct an After-Action Review to capture lessons learned.

Throughout the operation the Tow Master shall:

- Maintain detailed logs of all activities and record movements of the unit and support vessels.

2.6.2. Marine Representative

The Marine Representative is normally engaged by the Operating Company and may report to the senior Operating Company representative onboard. It is the Operating Company's responsibility to ensure that the individual has the competency and experience to fulfil the function as it relates to the particular operation. They fully understand the terms of reference for the role and the Individual has been adequately briefed and been provided with all the relevant information. This covers Marine Representatives on MOUs, attending vessels and pre-mobilisation offshore.

The Marine Representative should be an experienced Mariner with similar competencies as per 5.6.1. such as a trainee Tow Master.

- The Marine Representative is responsible for ensuring the safety and integrity of the Operator's assets during the MOU move or other operation. He has final recourse to veto any proposed actions which may adversely affect the safety and integrity of those assets and interests, including vessel deployment and route (i.e. Stop the Job).

- He will actively participate in all the decision-making processes associated with the MOU move or the operation. If in disagreement with any of the decisions made in support of the MOU move operation, he shall notify the OIM, Tow Master and operating company.
- Review all procedures relating to the task including any MOU Move Work Specification and Survey Procedure where applicable, especially the positioning tolerances, and will accurately log the MOU position and heading.
- Maintain detailed logs of all activities and record movements of the unit, independent of the Tow Master's log. Ensure that key times for contract purposes are agreed with Tow Master and OIM.
- As determined by specific roles and responsibilities, ensure that all additional Marine equipment is certified and correctly recorded upon deployment, and correctly manifested for return to shore on completion of the MOU move.
- Prepare a report that captures all the important aspects of the operation and for positioning operations includes notes on tidal heights and water depths at key points in the operation.
- Liaise with the OIM, Tow Master and Vessel Master's where necessary for the co-ordination of a pre-job meeting on-board the unit, ensuring that the meeting is recorded.
- Liaise with the OIM, Tow Master and Vessel Master's where necessary and advise on marine operations.
- Ensure the POB of vessels involved in the operation are recorded in the final operation Report.
- Brief the anchor handling/towing and other vessels, advising on Operator's policy and procedures to be followed, where appropriate.
- Ensure that all positioning systems are operating correctly and highlight at an early stage any positioning problem which could delay the operation or put any asset at risk.
- Ensure that the necessary MOU move notification advices, including HSE Notice No 6 – Reporting of Offshore Installation Movements and HSE Operations Notice No 3, are transmitted and navigation warnings broadcast, and liaise with third party operators/representatives when required.
- Liaise daily with the OIM regarding any changes in the ballast or stability conditions, equipment failures, or any other circumstances likely to affect fundamental marine safety. He will have the right to conduct checks on safety critical marine equipment operability in cooperation with the Tow Master and OIM.
- Report to the operating company and keep advised of the MOU move or task progress.
- Confirm that all unused items of mooring equipment are correctly manifested for return to shore on completion of the MOU move.
- May inspect all equipment on return to home port.
- Where a deviation from procedures is required, ensure the agreed management of change process is followed. Familiarise himself with the Management of Change Process in effect.
- Review the MOU move/task progress in cooperation with the OIM, Tow Master and Vessel Masters, where necessary and sign off on designated 'Hold Points' within the procedures.

2.7. Adverse Weather Criteria for Response and Rescue Support

For the purpose of clarity, ERRVs operating in the UKCS are to use Appendix F of the ERRV Management Guidelines. The table and notes from the appendix are below.

Offshore Conditions Assessment					Indicative Working Criteria			
Beaufort Scale	Wind Speed (kts.) 10m. Level	Wind Speed (kts.) 100m. Level	Sig. Wave Ht. (m.)	Max. Wave Ht. (m.)	Sig. Wave Ht. Limits (m.)	ERRV Operations Ref. Notes 1, 2, 3 & 6.	Flying Operations Ref. Notes 2, 4, 5, & 6.	Overside Operations Ref. Notes 1, 3, & 6
5 (Fresh breeze)	17 - 21	22 - 27	2.0	2.5		No limitations	No limitations	No limitations
6 (Strong breeze)	22 - 27	28 - 35	3.0	4.0	3.5	Limit for normal operation of FRC	No limitations	Overside work limit
7 (Near Gale)	28 - 33	36 - 43	4.0	5.5		Emergency operation of FRC only.	No limitations	
8 (Gale)	34 - 40	44 - 52	5.5	7.5	5.5	Limit for emergency operation of FRC.	Aircraft not to engage rotors (45 knots).	
9 (Strong Gale)	41 - 47	53 - 61	7.0	10.0	7.0	Limit for use of mechanical recovery aids.	60 kts. on helideck, 7m. sig. wave ht. Routine flying suspended.	
10 (Storm)	48 - 55	62 - 71	9.0	12.5		No longer good prospect of rescue from sea		
11 (Violent Storm)	56 - 63	72 - 82	11.0	16.0		Safety of ERRV takes precedence over all other operations		
12 (Hurricane)	64+	83+	14.0					

Notes:

1. For overside working, consideration should be given to the ability of the ERRV to observe and monitor personnel engaged in overside work, e.g. consider effect of fog, heavy rain, etc.
2. The decision to suspend flying operations rest with the OIM in consultation with the ERRV Master, HLO and Aircraft Commander.
3. The decision to suspend overside working rests with the OIM in consultation with the ERRV Master.
4. Lower limits may apply in sea areas where short, steep seas are experienced, e.g. Southern North Sea.
5. The assessment of conditions should include the use of hand-held or fixed anemometers and consideration of present and forecast conditions.
6. Other limitations pertaining to heave, roll and pitch of mobile installations/ERRVs are covered by specific procedures of the helicopter operator concerned.
7. During periods of adverse weather which may affect operations, e.g. reduced visibility due to fog or heavy rain, icing, etc., the decision to continue operations rest with the OIM in consultation with the Aircraft Commander and/or ERRV Master.

2.8. Dangerous Space Entry (Third Parties)

The following guidance has been prepared with particular attention to third parties, such as tank cleaners, carrying out work onboard which requires Dangerous Space entry.

If not planned, suitably risk assessed and executed correctly, tank cleaning can be a very high-risk operation. Tanks and void spaces on any vessel may be difficult to enter or exit, contain only one point of entrance or exit, can be difficult to transverse and can run the length of a vessel.

Depending on the circumstances surrounding an operation in a Dangerous Space, different legislation may apply. It is important to note that these guidelines do not cover all the possible methods of completing this task, but rather what is considered to be good practice. It is important to ensure that the requirements of the legislation noted in these guidelines are followed, along with any other legislation specific to the task being carried out.

2.8.1. Third Parties

Third Parties conducting Dangerous Space Entry must comply with the HSE's Confined Spaces Regulations and the Safe Work in Confined Spaces Approved Code of Practice (ACOP), or be able to demonstrate compliance with the regulations in some other way.

In general, these third parties must ensure that;

a. Teams are fully trained in emergency response including practical tank rescue drills, and training should include the provisions set out the ACOP. With suitable First Aid provisions in each team.
b. A rescue kit is taken onboard which includes 10 minute escape sets and a portable air trolley which can provide positive pressure air (piped) to headsets, to be used with escape sets in case the air supply gets interrupted, or suitable alternative.
c. The Rescue kit, such as recovery tripods, lifelines or other lifting equipment that may be necessary to effect a safe rescue is onboard and adjacent to the confined space entry point.
d. Each team member should wear a suitable harness for recovery.
e. The space's atmosphere is tested by suitably trained individuals using appropriately certified equipment prior to entry.
f. Portable atmosphere testing equipment is available and in use by party entering confined/dangerous/enclosed space
g. Once a Permit To Work has been issued, the third party should take responsibility for the operation, tank entry and front line emergency response.
h. Work is controlled by:
    i. Having own task specific Risk Assessment
    ii. A Rescue Plan specific to the task
    iii. Have operational check lists
    iv. Tool Box Talk's to discuss vessel specific issues, such as actions in a vessel emergency, escape routes, tank layout etc.
i. Ensure appropriate first aid equipment is provided.

Risk Assessment for the task

The Risk Assessment should be suitable and sufficient and should include, but not necessarily be limited to:

- Rescue Training of at least the supervisor
- Rescue Plan (though details of the plan need not be included in the risk assessment)
- PPE
- The Suitability of individuals in view of the particular work to be done. Where the risk assessment highlights exceptional constraints from the physical layout, the individual completing the risk assessment should have checked that individuals are of suitable build, and other factors such as claustrophobia, fitness to wear breathing apparatus or any medical conditions which may affect an individual's suitability for the work
- Initial, pre-entry atmospheric testing – at all levels in the enclosed/confined/dangerous space.
- Methods for continuous atmospheric testing
- Checking of correct functioning and/or testing arrangements of emergency equipment
- Isolations to space identified
- **Should be specific to the Space and not a generic risk assessment**
- Other hazards and mitigating actions commensurate with the task being completed

Rescue Plan

The Rescue Plan must be suitable and sufficient and must include, but not limited to:

- Instruction to contact the emergency services as soon as a need for rescue is identified (although the rescue of any person within a Dangerous, Enclosed or Confined Space cannot rely solely on the Emergency Services, they must still be contacted and their assistance sought)
- Clear identification of the individual responsible for rescue activities
- Communications between contractors involved in task
- Communications between contractors and crew
- Measures for raising the alarm, which should be tested and confirmed.
- Instruction for all work to stop with immediate effect
- Instruction on how to shut down relevant equipment or machinery as appropriate
- Instruction for all non-essential personnel to be cleared from rescue area
- Atmospheric Testing Equipment
- The equipment needed for rescue identified
- If the full rescue team is not present, their contact details and whereabouts must be identified and confirmed prior to the task beginning
- First Aid and resuscitation equipment and appropriate first aiders
- Plans in place for fire–fighting. This may include the requesting of crew to utilise the vessels CO_2 systems as appropriate.

It is to be noted that reliance by third parties on the emergency services is **not** considered sufficient to comply with the HSE's Confined Spaces Regulations, in accordance with the Safe Work in Confined Spaces Approved Code of Practice.

The vessel's crew are not to be considered as a suitable contingency for rescue or medical assistance and should not be designated as such in the third party procedures, risk assessment or rescue plan.

Any third party carrying out an operation onboard any vessel must be aware that the Master has overriding authority over any activity onboard his vessel.

2.8.2. The Vessel Crew

Onboard any vessel there will be enclosed, confined or dangerous spaces. These spaces vary in risk, dependant on their size, ventilation or the stores/equipment being stowed within them, amongst other reasons. As these spaces may need to be entered in emergency situations for a variety of reasons, each vessel should maintain, subject to appropriate risk assessment, rescue plans for each and every dangerous space.

These rescue plans should be maintained and reviewed periodically for each space, be dependent on the equipment held onboard, and the training and competence of the crew.

It should be noted that the HSE's Confined Spaces Regulations do not apply to the Master or crew of a sea-going ship or to the employer of such persons in respect of the normal ship-board activities carried out solely by a ship's crew under the direction of the Master. However, where an operation involves a ship's crew and shore-side workers working together aboard ship, the provisions of these regulations apply.

The potential impact of this should not be underestimated and the Master should be fully aware of the requirements and implications.

For the purposes of clarity, where a dangerous space entry is to be carried out solely by the Ship's Crew, the Merchant Navy (Entry into Dangerous Spaces) Regulations must be followed and should be read with MGN 423(M).

Further to this, it is recommended that each vessel is equipped with a portable air supply trolley for dangerous space rescue purposes as most BA sets cannot be worn on tank entry due to the restrictions of vessel hatches, and may hinder a rescue operation.

It is recommended that for most third-party tank entry tasks, for example tank cleaning, the crew complete only the following tasks;

- Prepare Tank for entry as far in advance as possible to allow for appropriate ventilation.
- Preliminary gas free testing using a suitably calibrated multi-meter; NOTE; in any event, this is to be carried out by the third party utilising a competent person.
- Induct the tank entry parties onboard, including familiarisation of tanks (utilising the vessel's own rescue plans and drawings), the working area and escape routes.
- Review and approve Risk Assessments and Rescue Plan, and, only if deemed acceptable, issue a Permit to Work, and attend the third parties tool box talk.
- The crew may provide reasonable assistance in any emergency, though are not obliged to.
- Vessels crew should not enter a tank to recover third-party personnel.
- In any case, the above should be covered by the Third-Party rescue plan and risk assessment as per the guidance above.

The Master should also be aware of the requirements laid out in MGN 492 (M+F); Health and Safety at Work: Protecting those not employed by the ship owner.

2.8.3. Lone Workers

There are situations were these guidelines may not be fully applicable, such as lone third-party workers, i.e. Class Surveyors. This should be conducted utilising appropriate risk assessment, rescue planning and equipment.

The Lone worker must not be permitted to enter the dangerous space alone, or without appropriate communications equipment and this operation should not be conducted unless the risk has been appropriately mitigated as per any other operation.

Considerations should be made for another third party to provide rescue cover, unless the vessels crew are sufficiently trained in confined space rescue.

2.8.4. General

Dangerous space entry should be kept to a minimum, and completed as safely and expediently as possible.

Emergency Escape Breathing Devices (EEBDs) are only to be used for Emergency Escape purposes. These should be made readily available inside the space entered at the beginning of any operation inside a dangerous Space.

Reference should be made to the Code of Safe Working Practices Chapter 15.

3. UKCS LEGISLATION AND BEST PRACTICES

3.1. Code of Safe Working Practices for Merchant Seafarers

The Code of Safe Working Practices (COSWP) for Merchant Seafarers is intended primarily for Merchant Seaman on UK registered vessels.

Copies of this code must be carried on all UK Ships other than fishing vessels and pleasure craft, and must be made available to any Seaman onboard a UK Ship who requests it.

Much of this Code relates to matters which are the subject of regulation. In these cases, this Code provides guidance as to how the statutory obligations should be fulfilled.

https://www.gov.uk/government/publications/code-of-safe-working-practices-for-merchant-seafarers

3.2. Masters Guide to the UK Flag

This guide is for Managers, Masters and Senior Officers of United Kingdom registered vessels.

The purpose of the guide is to provide easy to use information regarding United Kingdom Merchant Shipping regulations and administrative procedures. UK regulations and procedures may differ from those in other flag vessels and this guide will help to comply with UK requirements.

https://www.gov.uk/government/publications/a-masters-guide-to-the-uk-flag

3.3. International Guidelines for the Safe Operation of Dynamically Positioned Offshore Supply Vessels - 182 MSF Rev. 2 – April 2015

The purpose of these guidelines is to make risk management tools available to vessel operators, charterers, masters and officers that will help ensure safe operation of DP offshore supply vessels in automatic DP mode.

These guidelines fit into an existing framework of rules and guidance issued by various authorities and organisations. Efforts have been made to ensure compatibility with the existing documents wherever possible.

It is recognised that both the DP and offshore supply vessel sectors are constantly evolving. Consequently, these guidelines are only fully relevant to the circumstances in which they were prepared and will have to be updated at least within a three-year cycle to incorporate such changes.

The demands placed upon vessels and the intended work scope are areas that need addressing by these guidelines through the technical and operational capabilities of the vessels themselves or limitations demanded by charterers.

Vessel operators are recommended to take account of these guidelines when carrying out DP supply and other ancillary operations. They are also encouraged to incorporate these guidelines into their own vessel management systems, including preparation of company and vessel documentation. This can be done simply by reference, if necessary.

In particular, it is recommended that vessel operators take account of these guidelines when developing company and vessel documentation in accordance with document IMCA M 109 – *A guide to DP-related documentation for DP vessels*.

Section 4 (Operations) of this document addresses the application of existing international rules and guidelines and considers such measures as classification society requirements for their DP class notation and continuing verification processes.

It gives guidance on what vessel operators should have in place, as far as certification and documentation are concerned, and also contains guidance on manning, including levels of training, certification, skills and experience.

It also offers guidance on managing risk within DP operations aimed at minimising the risk of loss of position.

Guidance is also provided on further risk reduction measures, DP operating procedures and DP incident reporting.

This document takes into consideration all areas that need to be factored into the risk assessment and activity specific operating guidelines (ASOG) including but not limited to:

Vessel capability:

- vessel DP equipment class;
- equipment status and performance;
- vessel manning;
- DP watchkeeper/operator experience.

Local conditions:

- proximity to installations;
- available sea room;
- environmental conditions;
- charterer's restrictions.

http://www.marinesafetyforum.org/images/182msf.pdf

3.4. Dynamic Positioning Assurance Framework- Risk Based Guidance

This OCIMF paper defines DP assurance practices which are based upon the level of risk. It sets out DP operational best practices focused on external forces such as tow wires, running risers, anchors, i.e. any force that is unmeasured but might act on the vessel to exceed its capability. This paper specifically addresses high risk operations both within and outside of the 500m safety zone.

https://www.ocimf.org/media/60708/Dynamic-Positioning-Assurance-Framework.pdf

3.5. Best Practice for the Safe Packing and Handling of Cargo to & from Offshore Locations

The purpose of this document is to provide an overview of the key processes involved in the safe handling of cargo and is supported by appendices containing recommended working practices.

Alternative practices should only be adopted where they would specifically offer a greater level of safety.

Cargo both on and offshore may be subject to inspection checks. Non-conformance with this document WILL result in cargo NOT being forwarded until the necessary remedial actions have been carried out in conjunction with the relevant company.

www.onshoreoffshorecargo.co.uk

3.6. MARINE OPERATIONS: 500M SAFETY ZONE

This document, including the joint industry produced video, is aimed at providing the offshore workforce with a better understanding of the hazards involved in offshore marine operations. It also provides an insight into how installations and vessels can work together to ensure safer marine operations within the 500m zone.

http://www.marinesafetyforum.org/images/Marine%20Operations%20500m%20zone%20guidance.pdf

Follow the link below to the Marine Operations: 500m Safety Zone Video - Hi Res

https://www.youtube.com/watch?v=oP4srhsrULI

3.7. Port Marine Safety Code

The Port Marine Safety Code applies to all harbour authorities in the UK that have statutory powers and duties. It is also strongly recommended that facilities outside of harbour areas such as berths, terminals and marinas should seek to have safety management systems in place which comply with this code. It has been developed with help from a wide range of interested parties in the ports and shipping industries.

The Code is primarily intended for the ''duty holder'' – for most harbour authorities this means members of the harbour board, both individually and collectively – who are directly accountable for marine safety in harbour waters. All board members are therefore urged to familiarise themselves with the updated Code and review its implications on local port operations.

https://www.gov.uk/government/publications/port-marine-safety-code

3.8. A Guide to Good Practice on Port Marine Operations

This document is intended to supplement the Port Marine Safety Code. It contains useful information and more detailed guidance on a number of issues relevant to harbour authorities. It is designed to provide general guidance and examples of how a harbour authority could meet its commitments in terms of compliance with the Code. This Guide should not be viewed as the only means of complying with the Code and for some harbour authorities, it may not be the best means of achieving compliance.

Like the Code, the Guide does not have any legal force, although it does refer to existing legal powers and duties. Further, while it describes typical legal powers and duties, it is not practicable for this Guide to cover the specific legal position for each harbour authority, and it should not be relied on for that purpose.

The Guide has been developed with representatives from the ports industry, the DfT, and the MCA. The Guide is designed to be a living document; one that will be maintained by the ports industry and can be reviewed and updated on an annual basis.

https://www.gov.uk/government/publications/a-guide-to-good-practice-on-port-marine-operations

3.9. ERRV Survey Guidelines

These Guidelines describe what is generally regarded in the industry as good practice and set standards to enable a vessel to undertake the fundamental standby functions. These Guidelines are not mandatory and operators may adopt different standards in a particular situations where to do so would provide a good prospect of recovery as defined in the Offshore Installations (Prevention of Fire and Explosion, Emergency Response) Regulation 17 (PFEER).

Compliance with the standards set out in these Guidelines is demonstrated by certification following survey by an independent body competent for the purpose.

Different standards may be adopted in a particular situation where to do so would maintain an equivalent or better level of safety, to the satisfaction of the Surveyor, and to enable a certificate to be issued.

http://errva.org.uk/guidelines.html

3.10. ERRV Management Guidelines

These Guidelines complement, and should be read in conjunction with, the ERRV Survey Guidelines.

http://errva.org.uk/guidelines.html

3.11. Small Craft Codes

The Small Craft Codes have been developed for application to United Kingdom vessels of up to 24 metres Load Line length.

These Codes of Practice are:

- the Safety of Small Commercial Motor Vessels (Yellow Code)

- the Safety of Small Commercial Sailing Vessels (Blue Code)
- the Safety of Small Workboats and Pilot Boats (Brown Code) and
- the Safety of Small Vessels in Commercial Use for Sport or Pleasure operating from a Nominated Departure Point (NDP).

The Codes regulations and classifications apply to UK registered vessels and all other vessels which are registered or owned in another country but operate from a UK port while in UK waters.

These codes must be read in conjunction with MGN 280.

https://www.gov.uk/government/publications/small-craft-codes

3.12. OGUK Guidelines for Ship/Installation Collision Avoidance

The guidance within this document is aimed principally at UK Duty Holders. It focuses on reducing the risk of ship-installation collisions and provides a basis for guidance on good practice and suggests benchmarks against which to assess compliance.

Various vessel types as follows is considered within the document:

- Passing Vessels – those en route elsewhere
- Attendant Vessels – vessels with legitimate business at the installation
- Offtake Tankers – a subset of attendant vessels

http://oilandgasuk.co.uk/product/guidelines-for-ship-installation-collision-avoidance

3.13. Tandem Loading Guidelines

These guidelines were prepared to compile and learn from joint operator experience of FPSO tandem offtake operations.

This document focuses on the need for the provision and use of the support vessels for the following operations:

- Shuttle tanker operational assistance
- Shuttle tanker emergency towing
- FPSO Emergency Station Keeping Assistance
- FPSO Contingency Station keeping Assistance
- FPSO Operational Heading Control

The current version of these guidelines can be accessed from the OGUK website.

3.14. Other Relevant Legislation or Guidance

Includes but is not limited to:

Dangerous Goods

1. MSN 1852 – IMO Tanks, Portable Tanks, Road Tank Vehicles and Rail Tank Wagons for the Carriage by Sea of Dangerous Goods as Solids, Liquids, or Liquefied Gases
2. Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997 SI 1997/2367 as amended.
3. Dangerous Substances in Harbour Areas Regulations SI 1987/37
4. MSN 1458 - Offshore Support Vessels Carrying Hazardous or Noxious Liquid Substances in Bulk
5. MSN 1831 – Vessel Traffic Monitoring Notification and Reporting Requirements for Ships and Ports
6. MGN 283 – Guidance on the Back Loading of Contaminated Bulk Liquids from Offshore Installations to Offshore Supply and Support Vessels
7. MGN 282 – Dangerous goods: guidance in the carriage of packaged dangerous goods on offshore supply vessels
8. The Merchant Shipping (Dangerous or Noxious Liquid Substances in Bulk) Regulations 1996 as amended
9. Dangerous Substances in Harbour Areas Regulations.

Masters of vessels must ensure all dangerous goods and pollutants are stowed, secured and segregated in accordance with the IMDG Code.

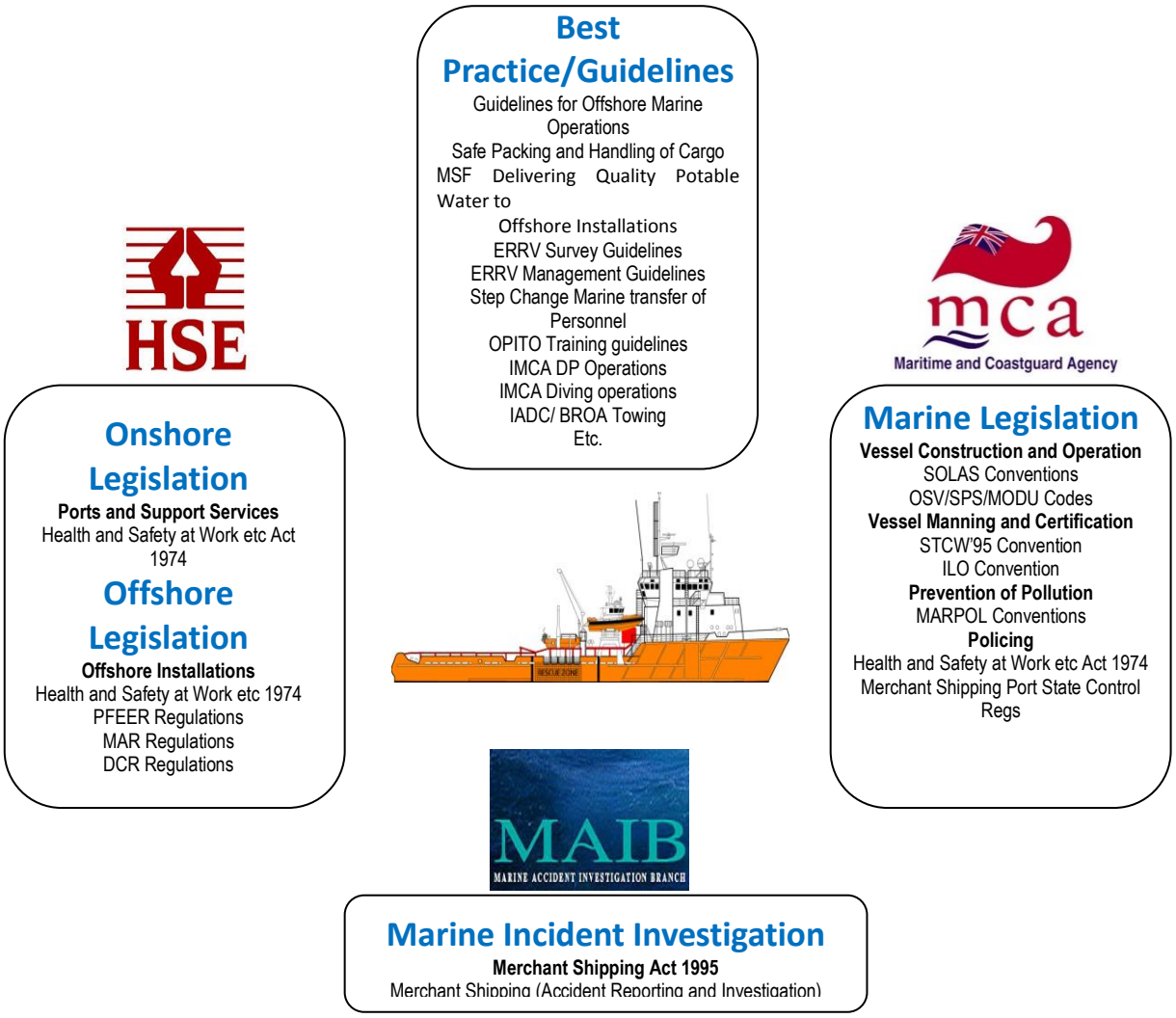
3.15. UK Legislation

All UK legislation can be sourced from www.legislation.gov.uk

Vessels operating within the UK Continental Shelf fall under the jurisdiction of both the Maritime and Coastguard Agency and Health and Safety Executive Energy Division dependent on where they are and what activity they are involved within.

Guidance regarding this complex relationship can be found at;

http://news.hse.gov.uk/2009/10/02/revised-memorandum-of-understanding-between-hse-mca-and-maib/



4. UKCS GOVERNMENTAL BODIES

The Health and Safety Executive (HSE)

The HSE is the UK's national independent watchdog for work-related health, safety and illness.

The HSE is an independent regulator and acts in the public interest to reduce work-related death and serious injury across the UK's workplaces.

Health and Safety legislation is relevant to offshore vessel operations in a number of ways.

Part 1 of the Health and Safety at Work etc. Act 1974 (HSWA), and certain other health and safety legislation, applies to dock operations, including the loading and unloading of UK and foreign flagged ships in British ports and harbours, and to dangerous substances in ports and harbours, except for normal shipboard activities carried out solely by the Master and crew.

Offshore, health and safety legislation applies to:

- offshore installations (of any type) and any activities on or near them;
- activities carried out by vessels in connection with offshore installations (except the transport, towing or navigation of the installation; and any activity on a vessel being used as an ERRV).

This applies regardless of the Flag State of the vessel from which an activity is carried out.

Activities in connection with an installation are:

- loading
- unloading
- fuelling
- diving operations
- provision of accommodation for persons who work on or from an installation (where provision of accommodation is not the main use of the vessel)
- activities immediately preparatory to any of the above activities.

Such activities do not however include, for example, a supply vessel whilst on passage to or from an installation.

Mobile offshore installations, if flagged, when underway, do not come under the HSE's remit.

Incident Contact Centre (For reporting of incidents)
Telephone: +44 845 300 9923

www.hse.gov.uk

Maritime and Coastguard Agency

The MCA is the UK's Port and Flag State authority. It is an Executive Agency of the Department for Transport and is responsible for marine safety, including:

- seaworthiness of vessels
- matters concerning their construction and stability, equipment, carriage of dangerous goods, navigational safety, safe manning and certification
- prevention of pollution
- the health, safety and welfare of seafarers.

Marine Surveyors of the MCA enforce Merchant Shipping legislation and administer International Marine Safety Conventions, together with related Codes of Practice.

They are responsible for:

- the survey and certification of safety equipment in vessels
- in some cases, the survey of vessels' structures
- inspecting crew accommodation and related matters
- inspecting arrangements on vessels for dealing with the prevention of pollution.
- general safety inspections of UK flagged vessels in the role of flag state authority
- random general safety inspections of non-UK flagged vessels in the role of port state authority
- random inspections of the condition, loading, stowage and securement on vessels of packaged dangerous goods, including tank containers and motor tank vehicles. This includes goods offered for shipment on such vessels
- inspecting ship board operational arrangements for the loading and unloading of oil, chemical and gas tankers and offshore support vessels
- inspecting arrangements relating to the occupational health and safety of seafarers
- safe manning and the certification of crews
- ISM, ISPS & MLC accreditation amongst others, and auditing (including some non-UK vessels).

With respect to those activities on vessels operating on the UKCS, to which Merchant Shipping legislation applies, compliance with these Guidelines will provide strong indication that a vessel is meeting the standards required by Merchant Shipping Legislation.

The MCA is also responsible for the development of UK Merchant Navy (MN) Regulations. These regulations are supplemented by Marine Notices. There are three types of Marine Notice which publicise important safety, pollution prevention and other relevant information to the shipping and fishing industries.

Merchant Shipping Notices (MSN) convey mandatory information that must be complied with under UK legislation. These MSNs relate to Statutory Instruments and contain the technical detail of such regulations.

Marine Guidance Notes (MGN) give significant advice and guidance relating to the improvement of the safety of shipping and of life at sea, and to prevent or minimise pollution from shipping.

Marine Information Notes (MIN) are intended for a more limited audience e.g. training establishments or equipment manufacturers, or contain information which will only be of use for a short period of time, such as timetables for MCA examinations.

Within each series of Marine Notices, suffixes are used to indicate whether documents relate to merchant ships and/or fishing vessels.

The suffixes following the number are:

- (M) for merchant ship
- (F) for fishing vessels
- (M+F) for both merchant ships and fishing vessels.

For a full list of contact details visit

http://www.dft.gov.uk/mca/mcga07-home/aboutus/contact07.htm

Marine Accident Investigation Branch (MAIB)

The MAIB is a branch of the Department for Transport.

The role of the MAIB is to contribute to safety at sea by determining the causes and circumstances of marine accidents and working with others to reduce the likelihood of such accidents recurring in the future. Accident investigations are conducted solely in the interest of future safety. The Branch does not apportion blame and it does not establish liability, enforce laws or carry out prosecutions.

Accidents, including serious injuries, should be reported to the MAIB by the quickest possible means to enable inspectors to start an investigation before vital evidence decays, is removed or is lost. The MAIB has a dedicated reporting line for this purpose, and this line is staffed 24 hours a day.

The MAIB's reporting line is: **023 8023 2527**

Outside the UK, call: **+44 23 8023 2527**

Reporting of Accidents, Injuries and Dangerous Occurrence's

Any accident, injury, diseases or dangerous occurrences must be reported to the HSE or MAIB depending on the circumstances, guidance on which can be found within MGN 458 and RIDDOR Legislation.

5. UKCS INDUSTRY BODIES

UK Chamber of Shipping

The UK Chamber of Shipping's mission is to champion and protect the UK shipping industry on behalf of its members.

The UK Chamber of Shipping works closely with Government, Parliament, policy makers and other parties to gain recognition of shipping's contribution to the UK economy and employment, making clear the impact of upcoming and existing legislation on the future of shipping in the UK and bring them together to work with the UK shipping industry and the related national, European and international maritime organisations.

30 Park Street
London Bridge
SE1 9EQ

Telephone: +44 (0) 20 7417 2800
Email: query@ukchamberofshipping.com
Web: www.ukchamberofshipping.com

Oil and Gas UK

Oil & Gas UK is the leading representative body for the UK offshore oil and gas industry. It is a not-for-profit organisation.

Oil & Gas UK's aim is to strengthen the long-term health of the offshore oil and gas industry in the United Kingdom by working closely with companies across the sector, governments and all other stakeholders to address the issues that affect the industry.

London
6th Floor East
Portland House
Bressenden Place
London
SW1E 5BH

Telephone: +44 (0) 20 7802 2400
Email: info@oilandgasuk.co.uk

Web: www.oilandgasuk.co.uk

Aberdeen
2nd Floor
The Exchange 2
62 Market Street
Aberdeen
AB11 5PJ

Telephone: +44 (0) 1224 577 250
Email: info@oilandgasuk.co.uk

Marine Safety Forum

The Marine Safety Forum actively promotes good practices and initiatives to promote safety within the marine sector of the Northern European Oil and Gas industry.

The work of the Marine Safety Forum is primarily carried out by "workgroups" which concentrate on a specific topic. The workgroup reports to the Steering Group with the eventual aim that a "Good Practice" regarding the specific issue is promulgated to the membership to work to.

Email: secretary@marinesafetyforum.org
Web: www.marinesafetyforum.org

OPITO

OPITO aims to improve safety standards, enhance the talents of existing staff and is committed to developing a safe and skilled sector.

This is achieved by identifying the core needs of the industry and providing an effective framework to address those issues through a well-established network of specialists and partners.

OPITO provides an effective tool to ensure continued development of a safe, skilled workforce. It also promotes the industry as the right career path for youngsters to help meet any future staff shortages.

OPITO also works in alliance with industry experts to develop new products that meet the needs of employers, allowing business to grow further in a cost effective manner.

ABERDEEN
Minerva House
Bruntland Road
Portlethen
Aberdeen,
AB12 4QL

Telephone: +44 (0) 1224 787 800
Fax: +44 (0) 1224 787 830

NORFOLK
Chapman Way
Hethel,
Norwich
Norfolk
NR14 8FB

Telephone: +44 (0) 1953 859 100
Fax: +44 (0) 1953 859 101

Email: reception@opito.com
Web: www.opito.com

Step Change In Safety

Step Change in Safety is the UK-based partnership with the remit to make the UK the safest oil and gas exploration and production province in the world. It is charged with achieving this vision through cooperation, collaboration, sharing and adoption of best practice and learnings.

Membership of Step Change in Safety now includes the Health & Safety Executive (HSE) and industry trade unions. The strategy, set by a leadership team, comprises:

- recognising hazards and reducing risk
- personal ownership for safety
- asset integrity.

Engagement with the industry is sustained through active networks of elected safety representatives, offshore installation managers (OIMs), supervisors and company focal points.

3rd Floor
The Exchange 2
62 Market Street
Aberdeen
AB11 5PJ

Telephone: +44 (0) 1224 577 268
Email: info@stepchangeinsafety.net
Web: www.stepchangeinsafety.net

The Oil Companies International Marine Forum (OCIMF)

The Oil Companies International Marine Forum (OCIMF) is a voluntary association of oil companies with an interest in the shipment and terminalling of crude oil, oil products, petrochemicals and gas.

OCIMF's mission is to be the foremost authority on the safe and environmentally responsible operation of oil tankers, terminals and offshore support vessels, promoting continuous improvement in standards of design and operation.

Current membership of OCIMF comprises 92 companies worldwide.

OCIMF is recognised as the voice of the oil industry providing expertise in the safe and environmentally responsible transport and handling of hydrocarbons in ships and terminals and setting standards for continuous improvement.

Membership includes most of the world's oil majors along with the majority of National Oil Companies.

29 Queen Anne's Gate
London
SW1H 9BU

Telephone:	+44 (0) 20 7654 1200
Fax:	+44 (0) 20 7654 1205
Email:	enquiries@ocimf.com
Web:	www.ocimf.org

Emergency Response and Rescue Vessel Association (ERRVA)

Emergency Response and Rescue Vessel Association was established to co-ordinate the common interests of the Owners and Operators in the future development of Emergency Response and Rescue Vessels, and to promote the safety and development of standby services with the aim of being the world leaders in rescue and recovery services.

Ardene House
56-58 Bon Accord Street
Aberdeen
AB11 6EL

Telephone:	+ 44 (0) 1224 857970
Fax:	+ 44 (0) 1224 582369
Web:	www.errva.org.uk

The British Rig Owners' Association (BROA)

The British Rig Owners' Association is the Trade Association for British owned and managed mobile offshore drilling, maintenance, construction and accommodation rigs.

BROA was set up in 1982 to provide rig owners and managers with a forum for the discussion of common interests and to facilitate industry co-operation with the UK Government, the International Maritime Organization (IMO) and the European Community.

1st Floor
30 Park Street
London
SE1 9EQ

Telephone:	+44 (0) 20 7417 2888
Web:	www.broa.org

British Ports Association (BPA)

The British Ports Association represents the interests of its members to the United Kingdom and devolved Governments, the European Union and national and international bodies.

Many of the BPA's members are Trust or Municipal ports, and their governance structures are often rooted in the representation of local interests and concerns. The BPA is committed to promoting the viability of the Trust and Municipal models.

1st Floor
30 Park Street
London
SE1 9EQ

Telephone: +44 (0) 20 7260 1780
Web: www.britishports.org.uk

Diving Medical Advisory Committee (DMAC)

The Diving Medical Advisory Committee is an independent body, comprising diving medical specialists from across Northern Europe, and seeks to provide advice about medical and certain safety aspects of commercial diving.

The committee is made up of doctors involved in the practice of diving medicine in Northern Europe, representatives of relevant health authorities, medical representatives from relevant navies and a diving safety officer nominated by the International Marine Contractors Association.

52 Grosvenor Gardens
London
SW1W 0AU
United Kingdom

Telephone: +44 (0) 20 7824 5520
Fax: +44 (0) 20 7824 5521
E-mail: info@dmac-diving.org
Web: www.dmac-diving.org