



**MARINE**  
Safety Forum

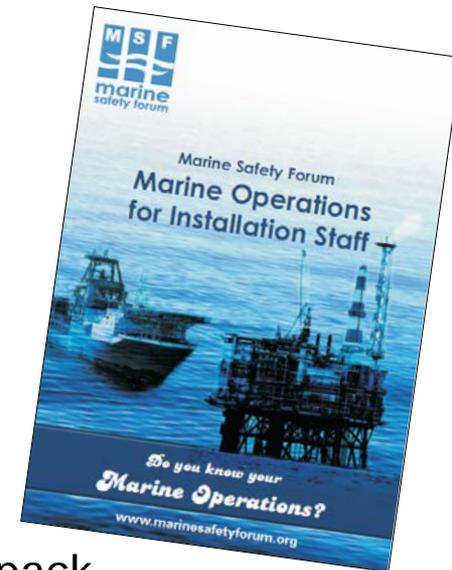
# All Members Meeting 26<sup>th</sup> May 2016

500m Safety Zone

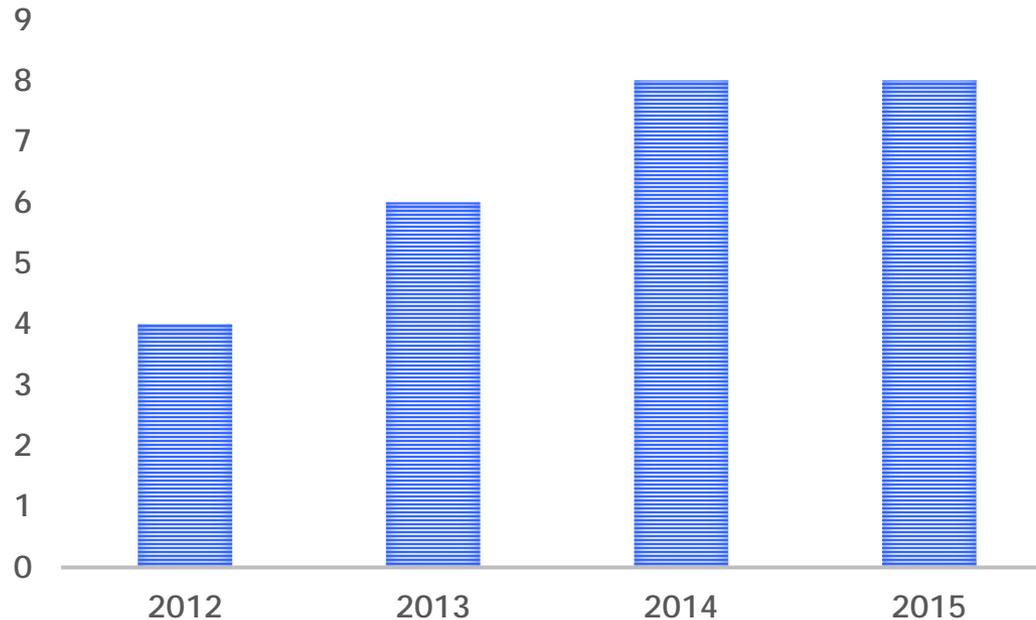


# Where are we at?

- Information pack nearing completion
  - Introduction
  - Legislation & Responsibilities
    - Includes reference to 'Marine Responsible Person'
  - Pre-Entry -- Set up -- Alongside working - Exit
  - Trigger points
  - DP Reference Systems
- Marine Awareness Course
  - Refresh of the course with inclusion of 500m zone Info pack
  - Sub group are reviewing course objectives, delivery methods & content
  - Refresh of booklet to work alongside course content
- Operator led improvements and focus driven by HSE Audits
- Joined Up Thinking - 500m Zone Marine Operations Video



# Where are we at?



At the November 2014 MSF All members Meeting HSE reported that there had been 14 incidents that had been reported within the RIDDOR database over the previous two years.

Since that presentation there has been a further 8 Dangerous Occurrences related to Ship Collision of varying severity reported up to the end of 2015.

# Where are we at?

Various statistical studies have been undertaken, each producing varying figures due to the varying data sets that have either been used or that were available.

The statistics presented are based on what has been reported to HSE and probably does not fully capture the occurrence of 'near misses'.

However, what is clear from each study is that:

*"the greatest proportion of risk from collision comes from the vessels that are invited to enter the 500m zone"*,

i.e. the ones that are able to be and should be managed by the installation.

# Joined Up Thinking

- This year the Marine Safety Forum will be working with Step Change in Safety to produce a 'Joined Up Thinking' video.
- A Case Study will be chosen and will focus on one of the 7 C's:
  - Control of Work
  - Complacency
  - Communication
  - Competency
  - Culture
  - Change Management
  - Commitment
- Joined Up Thinking Video - Complacency

# Questions

- **Tables 1, 6 & 11**
  - What are the factors that lead to complacency in 500m zone marine operations?
  
- **Tables 2, 7 & 12**
  - What are the consequences of complacency in 500m zone marine operations?
  
- **Tables 3, 8 & 13**
  - Can you think of any example(s) relating to complacency within 500m zone marine operations?
  
- **Tables 4, 9 & 14**
  - What can be done to address complacency within 500m zone marine operations?
  
- **Tables 5, 10 & 15**
  - How are you playing your part (as individuals and companies) in preventing complacency?

# Feedback

**Complacency:** a feeling of security, often while unaware of some potential danger or defect. Complacency often occurs when a job becomes routine and the risks associated with the job become the norm.

*“When anyone asks how I can best describe my experience in nearly 40 years at sea, I merely say, uneventful. Of course there have been winter gales, and storms and fog and the like, but in all my experience, I have never been in any accident..... or any sort worth speaking about. I have seen but one vessel in distress in all my years at sea. I never saw a wreck and never have been wrecked, nor was I ever in any predicament that threatened to end in disaster of any sort.”*