

# 500m Safety Zone

Marine Responsible  
Person

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## 500m Safety Zone – Marine Responsible Person

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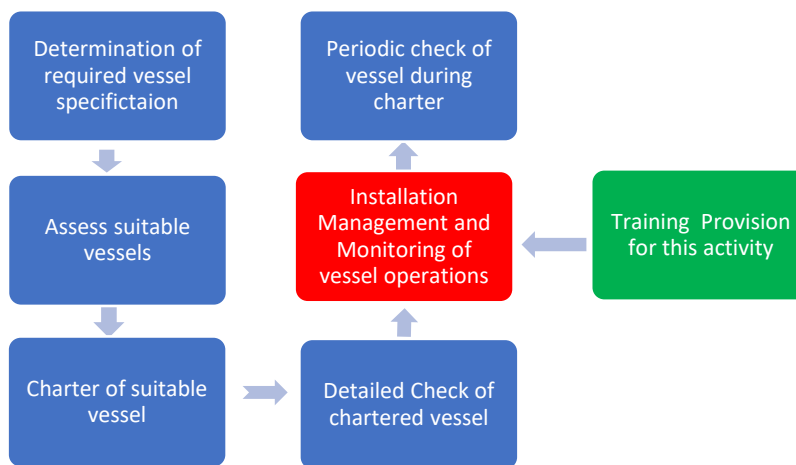
**500m Safety Zone – Marine Responsible Person**

**Marine Responsible Person**

“No job or activity is so important or so urgent that it should jeopardise the safety of personnel.”

**Document Focus**

The aim of this guidance is to assist the offshore industry in achieving consistent safe management of marine operations within the 500-metre zone. This complex and wide-ranging process involves activities at various stages from initial vessel selection, marine assurance, arrival at and operations within the installation safety zones to control of contingencies and return to work.



It is the Duty holder’s responsibility to ensure that adequate structured procedures and processes are in place to facilitate the above.

A key element of this, could be the role of Marine Responsible Persons on the Installation.

This document details a minimum training expectation for these activities which forms a small part of the chain of management.

***Note - For the sake of clarity, this document refers to a ‘Marine Responsible Person’ role and the associated training thereof. Duty Holders may choose a different approach to achieve an equivalent or better standard of competence.***

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### Training Provider Responsibilities

Training Providers are tasked with developing and providing courses able to form individuals into the role of the Marine Responsible Person.

Training providers shall develop courses meeting the needs of industry, typically comprised of a one day onshore or offshore classroom-based tuition. Benefits may be gained from providing blended learning solutions such as the use of online pre-course learning opportunities.

The course should culminate with the assessment of the candidate's level of understanding of expectations placed on them when acting in the Marine Responsible Persons role.

When it is deemed that the candidate has a satisfactory understanding, a course certificate shall be issued providing evidence of this to Duty Holders.

The validity of this course certificate would be expected to be no more than 5 years.

Training providers delivering courses based upon these principles will be approved and audited by the Marine Safety Forum in line with this guidance.

### Duty Holders Responsibilities

To establish the role of the Marine Responsible Person, duty holders shall have structured procedures and processes in place. To support the role duty holders shall reinforce this training through the use of, for example, push learning techniques.

The Duty Holder should specify the appropriate roles or positions onboard their installations that require this training and this training should be captured in the training matrix.

### Introduction & Background

It has become apparent within the offshore industry, having been highlighted by the HSE and other regulatory bodies, that the number of collision incidents within installation safety zones has increased significantly in recent times. The majority of these collisions occur from vessels that have been invited into the 500-metre zone (sometimes referred to as attendant vessels).

In addition to the increasing frequency of collisions the resultant consequence has escalated predominantly due to the increase in the displacement tonnage of these vessels.

The Marine Safety Forum (MSF), in line with Step Change in Safety under the Joined-up Thinking identity, have developed a Marine Operations Guide for entry to the 500-metre installation safety zone which sets out the method upon which vessels should approach any installation. This guide collates existing industry and regulatory practises into one meaningful concise publication.

However, it has also become apparent that many offshore installations and indeed wind installations have limited or no marine experienced personnel having the necessary marine knowledge on board to be able to use this guidance to its fullest potential.

MSF in recognising this knowledge gap have developed minimum requirements detailed in this guidance so that training organisations can deliver a suitable course or courses.

The target personnel for this training, for the purposes of this guidance and in common with Stepchange in Safety terminology, shall be referred to as Marine Responsible Persons. The role will

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typically be performed by a non-marine competent person having responsibilities to ensure safe management of the Installation 500m zone delegated to them by the Installation OIM.

### Key Personnel Responsible for Operations Within an Installation 500m Safety Zone

- Vessel Masters have overall responsibility for the safety of their vessels crew, their vessel and the environment.
- An installation OIM is responsible for the safety of the installation, its workforce and the management of the 500-metre zone.
- The installation OIM may appoint a person or persons onboard the installation who have been designated responsibilities from the OIM in relation to marine activities. These persons shall be referred to as a Marine Responsible Person within this guidance
- Additionally, the installation OIM may delegate duties to additional persons having the ability to observe and monitor vessel activity within the 500-metre zone and report back to the Marine Responsible Person.

### Persons Identified for Training in Marine Responsibility

“A Marine Responsible Person will be considered to be a person with the necessary experience and training such as those listed below or someone with a level of understanding of marine matters and is competent to manage safe marine operations within the Installation 500 metre zone on behalf of the OIM.”

This shall not be interpreted as being able to demonstrate abilities relevant to vessel onboard activities.

This guidance applies to the management of all manned or unmanned surface installation 500m zones.

The Marine Responsible Person will also have suitably trained additional person(s) to assist in the management of the installation’s safety zone. These additional trained personnel will have a level of understanding of marine matters so as to be able to observe vessels within the safety zone and recognise potentially unsafe operations and behaviours and intervene as appropriate.

Although the primary target of training established under this guidance are persons to act in the Marine Responsible Person role, recognition should be given to the benefits of providing suitable training for all persons involved in or who may support management of safe marine operations within the 500m zone to include for example:

- OIM (including their designated deputy)
- Control Room Operator
  - Radio Operator (for MOU)
  - Barge Operator (Floating Production assets)
- Deck Foreman
- Crane Driver
- Deck Crew
- Any other person with an interface to marine activities such as auditors, etc....

The above personnel need not have previous marine experience nor have worked on marine assets to be considered for this training.

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### Training Deliverables

This training should deliver an understanding of;

- Legal obligations of the duty holder to provide adequately trained personnel who have a suitable level of marine understanding.
- Duty Holder procedures, policies and other requirements for managing the installation 500 metre zone.
- Industry guidance for vessel operations within the 500-metre zone (e.g. JUT Marine operations 500 metre zone.)
- Vessel types and associated dimensions (displacement and the increasing trend in size) and the consequences of the increased kinetic energy versus installation impact resistance.
- Power management, vessel control and propulsion systems.
- Various methods vessels use to hold position and their limitations e.g. manual control, joystick control, Dynamic Positioning including position reference systems.
- The effect that environmental conditions can have on vessel station keeping and vessel orientation such as current, tide, wind, waves and swell.
- Different marine operations that can be carried out within the 500-metre zone – e.g. Supply, ROV survey, diving, recovery, SIMOPS and rescue operations, etc....
- The potential consequence of contact between vessel and installation – with an additional focus on sensitive or vulnerable areas e.g. Exposed Riser(s).
- Visible signs that indicate a vessel may be experiencing difficulties maintaining position.
- Methods to assess vessels speed and heading with the 500-metre zone.
- Understanding of Emergency Response involving marine assets

**Upon completion, a candidate should have sufficient confidence to be able to demonstrate;**

- understanding of basic nautical terminology
- having a meaningful interaction with the vessel bridge officers.
- the taking of necessary action, including “Stop the Job” in the event of unexpected events.
- ability to understand and manage a safe and effective operation.
- recognise safe and unsafe approach of an attending vessel in terms of course and speed.
- awareness of the potential consequence of collision for various energy levels and at locations having varying sensitivity to penetration.

### Ongoing Support

The ongoing retention and development of knowledge gained in the above training deliverables shall be supported by the duty holder and audited.

Duty Holders of installations should ensure their employees and responsible persons have the opportunity to expand their knowledge of marine operations in line with the spirit of continued professional development (CPD).

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### References

The following publications provide further information relevant to Marine Operations within offshore installation safety zones;

- Oil & Gas UK - Guidelines for Ship/Installation Collision Avoidance  
<https://oilandgasuk.co.uk/product/guidelines-for-ship-installation-collision-avoidance/>
- International Maritime Organisation (IMO) – International Regulations for Preventing Collisions at Sea (COLREGs)  
<https://www.imo.org/en/About/Conventions/ListOfConventions/Pages/COLREG.aspx>
- HSE OTO-1999-052 Effective Collision Risk Management for Offshore Installations  
<http://www.hse.gov.uk/research/otohtm/1999/oto99052.htm>
- Guidelines for Offshore Marine Operations (GOMO)  
[www.g-omo.info](http://www.g-omo.info)
- International Guidelines for The Safe Operation of Dynamically Positioned Offshore Supply Vessels 182 MSF  
<https://www.imca-int.com/divisions/marine/publications/>  
[www.marinesafetyforum.org](http://www.marinesafetyforum.org)
- International Marine Contractors Association (IMCA) Guidelines for The Design and Operation of Dynamically Positioned Vessels IMCA M 103  
<https://www.imca-int.com/divisions/marine/publications/>

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### Abbreviations

CPD	Continuous Professional Development
HSE	Health and Safety Executive (UK)
IMCA	International Marine Contractors Association
IMO	International Maritime Organisation
JUT	{ <i>Stepchange in Safety</i> } Joined Up Thinking
MRP	Marine Responsible Person
MSF	Marine Safety Forum
OIM	{ <i>Duty Holder</i> } Offshore Installation Manager