OCIMF's Offshore Vessel Inspection Database (OVID)

Offshore Vessel Inspection Systems and Assurance Programs

OVID – The History

- In the 1980's, faced with a growing number of tanker incidents IOCs began inspecting tankers prior to accepting them for charter. The format of inspection, varied from company to company and lead to confusion for ships and operators. OCIMF produced SIRE in 1993 as a standard inspection, acceptable to all IOCs in a format allowing reports to be shared without infringing anti-trust or competition laws.

  – Since 1998, the industry has witnessed a reduction in tanker accidents by nearly 50%.

- In 2010, OCIMF initiated the Offshore Vessel Inspection Database (OVID), in response to requests from its members to provide a database of offshore inspections that follows the effective format of SIRE.

- Despite the differences in the tanker and offshore industries, the causes of incidents were nearly identical.

- The goal of OVID is to provide a robust web-based inspection tool and database of inspection reports, supported by OCIMF trained and accredited inspectors, and balanced by an Offshore Vessel Management Self Assessment (OVMSA) protocol.

- Experience has shown that the quality operator embraces OVID as an opportunity to improve their Safety Management System

Offshore Vessel Inspection Database (OVID)

- OVID is an inspection protocol that allows project and marine assurance teams to assess the safety and environmental performance of vessels and operators in a more effective and uniform manner.

- Inspections are completed by inspectors who are accredited and subject to continuous review.

- The commissioning company elects vessels to be inspected and may also add suitability surveys or mission specific capability assessments to the foundation of the marine safety inspection (OVID)

OVID: The Uniform Inspection Procedure

- The concept of the OVID program mirrors that of the experience of the SIRE program in that a uniform inspection procedure is used.

- OVID has 23 question sets that the inspector utilizes to select those applicable to the particular vessel and are then standardised by vessel type.

- Standard OVID software application -all reports look identical.

Who is using OVID?

OVID currently has 52 members and the most active members include:

- Chevron
- Statoil
- ConocoPhillips
- ExxonMobil
- Shell
- Husky
- Total
- CNOOC
- Petronas
- Hess
- BP
- Saudi ARAMCO

New Companies in 2014

- Woodside Energy
- Emirates National Oil Company
- Qatar Petroleum
- Addax Nigeria
- Centrica Energy

How the Oil Majors Vet

- All oil majors have their own quality assurance methods.

- Schemes vary due to company size, scope and diversity of activities, attitude to marine risk and use of real time information and the quality of analysis. Some use 3rd party vetting.

- All companies input/extract factual vessel inspection reports (OVID)

- Determination of vessel utilization is solely at each company's discretion.

- Liability concerns dictate how individual companies approach the vetting issue

Other Vetting Considerations
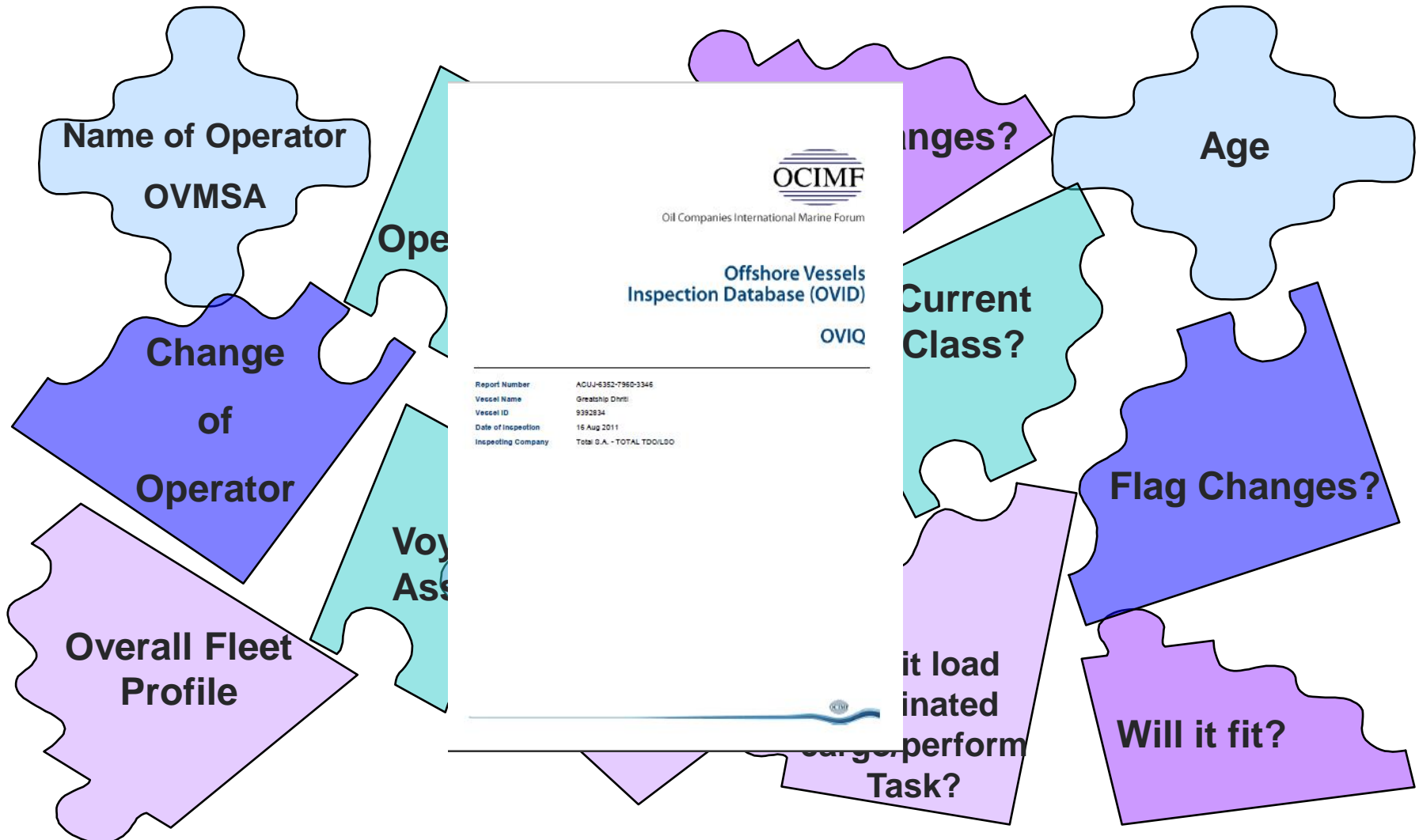
Is OVID the Silver Bullet of Inspections?

- No one inspection format can cover all of the requirements of the Oil Majors

- OVID is not a suitability survey

- OVID is a general marine inspection that also reviews the operators SMS system via the OVIQ and OVMSA.

- Due to the dynamics of the offshore world, unfortunately there will always be multiple checks on offshore vessels to ensure safety, procedures, integrity and operational suitability.

OVID: System Components

- OVID has been created to try to help make effective marine assurance processes overcome the weaknesses of traditional checklist inspection schemes.

- OVID uses the methodology and experience of 21 years of SIRE development, but focuses on non-tanker vessels and operations.

- 3 Components:

  - ❑ OVPQ – Offshore Vessel Particulars Questionnaire

  - ❑ OVIQ – Offshore Vessel Inspection Questionnaire

  - ❑ OVMSA – Offshore Vessel Management and Self Assessment

OVPQ
Offshore Vessel Particulars Questionnaire

- The OVPQ questions are centred on information that does not change frequently

  – physical dimensions; plant; equipment and fittings; and certification details.

- The ship operator is responsible for online completion of this document.

  – The details may be thought of as akin to having a vessel brochure which can be used by charterers to shortlist potential vessels for hire.

- Having the OVPQ available reduces the time an Inspector needs on board. Certificates and crew matrix can be spot checked and vessel details accessed by the inspector prior to arriving at the vessel.

OVIQ
Offshore Vessel Inspection Questionnaire

- OVIQ questions are primarily designed to highlight operational practices and behavior patterns; and the management controls on board and from the operator's office by sampling the effectiveness of the SMS at that point in time.

- Observations/comments are designed to extract a response from the operator as to how the issues raised will be managed.

- Oil Major experience has shown that the Operator's responses can be more effective in assessing the quality of the vessel and its management controls, than the observations themselves.

OVIQ Cornerstones

- SOLAS
- Fire Safety Systems Code
- Life Saving Appliance Code
- MARPOL
- STCW
- ISGOTT
- Best Practices

OVMSA
Offshore Vessel Management and Self Assessment

- OVMSA methodology is common to the TMSA

- This program is designed to suggest the type of factors that a good SMS should contain/control. It is not an SMS in its own right, nor a replacement for ISM or ISO 9001 systems.

- OVMSA will help operators prioritise development of their SMS and provide a means for them to measure their effectiveness as part of the continuous improvement process.

- As well as acting as a self-assessment tool for the operator, charterers can use the system as a relatively uniform base for their reviews of an operator's performance.

- Inspectors are unlikely to be involved with OVMSA, but many OVIQ questions are designed to be matched against OVMSA values by the Oil Company's Marine Assurance teams.

General Responsibilities and Obligations

- **OVIQ reports belong to the Oil Company that initiated the inspection – not the Inspector, his company, nor the ship operator**.

- Confidentiality is an inherent part of membership of OVID. The forwarding of OVIQ reports without the formal permission of the report owner is not permitted and can contravene most anti-trust laws.

- Forwarding review/comment on a vessel and their operators to any third party <u>does</u> contravene most anti-trust laws. Discussions on issues or concerns with a vessel can only be discussed between Oil Company and the vessel's operator, not other charterers, brokers, etc.

- If an inspection report is generated it <u>must</u> be uploaded into the database.

The Statistics

- The story in 2011:
  – Number of Vessels: 1395
  – Published inspections: 96
  – Registered Vessel Operators: 199
  – OVID Certified inspectors: 296
  – OVMSA: 0

- The current story (1st Sept 2014):
  – Number of Vessels: 7800
  – Published inspections: 3500
  – Registered Vessel Operators: 1246
  – OVID Certified inspectors: 745
  – OVMSA: 552

Vessel Count Milestones
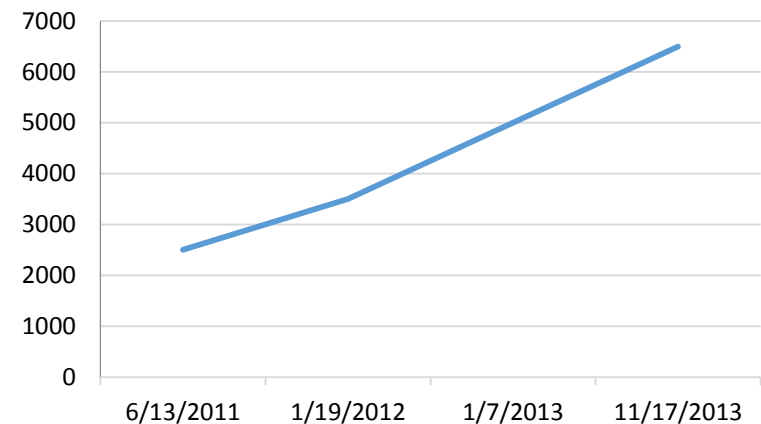
Chevron Offshore Vessel Inspection System (OVIS)

OVIS: Offshore Vessel Information System

OVIS is Chevron's marine assurance tool for all offshore vessels. OVIS creates a worldwide standard approach to risk assessment and management of offshore vessels and their Operators

– Assurance tool & process to effectively manage marine risk

– Ability to drive standards

– Creates uniform approach across Chevron

– Track non-compliant or non-acceptable vessels worldwide

– Track poor owners with data

– Will drive contractor management competency up

– Use of OVID by all major IOCs is already happening

– More efficient utilization of Marine Expertise

Chevron Marine Risk Network Expectations

Chevron expectations to **ALL** marine contractors, operations and projects

Chevron Upstream Key Marine Expectations

1. Vessel Operator commits to operating fully in line with the Chevron Global Upstream Marine Standard (CU) and strongly supports continuous improvement and the development of an effective OE culture both in their management and aboard their vessels. This includes commitment to Stop Work Authority (SWA)
2. Vessel Operator commits to fully utilising OVID (OCIMF, London) and ensuring all operated vessels will be inspected at least annually using the OVID system.
3. Vessel Operator commits to making use of OVMSA (Offshore Vessel Management & Self Assessment) (OCIMF, London) and using the tool to identify and drive continual improvement and OE culture in their organisation.
4. Vessel Operator intends to supply vessels with standards of equipment and accommodation which will deliver safe and reliable operations. Intent should be to provide a work environment for crews which shall drive to motivate and build steady and experienced crews on vessels. We consider this to be a major factor in the drive for incident free operations. Vessel Operators should maintain a robust competence assurance program as well as develop crew retention strategies. OVMSA Stage targets shall be defined to address these expectations.
5. Vessel Operator commit to operating any DP (dynamically positioned) vessels in full compliance with the Chevron DP Standard.
6. Vessel Operator commits to providing effective shore based management & technical support tasked with driving incident free operations. Management will assist CU logistics teams in gaining the maximum possible efficiency from vessels in service while never compromising the safety of operations..
7. Vessel Operator commits to maximizing use of locally based national crews and shows willingness to participate in local content initiatives within Chevron Upstream business units. Operator supports local training drives and participates as an active member in local maritime communities.

Standards

- Oil Companies are moving forward with development of global Marine Standards

- IOCs are now using OVID as their Annual Inspection of offshore vessels

- Chevron mandated use of OVID as a Global requirement starting August 2010

- Chevron mandated use of OVMSA beginning January 2014 for all offshore contractors