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COVID-19: Petroleum Inspection Guidance Webinar for members

Introduction

Peter Boks, TIC Council Treasurer



COVID-19 : Petroleum Inspection guidance document



Richard Taylor, Secretary,
Commodities

Webinar agenda:

- Key issues
- Operating Principles
- General Guidelines to members



Key Issues - Imposed

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- The safe working of our staff
 - The safe working of all stakeholder staff
 - Ship's Crew
 - Terminal Staff
 - Compliance with instructions and regulation
 - Local law and pandemic regulation
 - Stakeholder policy (e.g. shipowner policy on access)
 - Client policy (e.g. major oil company guidance)
 - Maintaining functionality
 - Inspection standards and client minimum requirements
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Key Issues - Dynamic

- Specific conditions at the worksite
 - Social distancing may be difficult
 - Supply of specific PPE may not be possible (e.g. N95 Masks)
 - Seasonal variations, specifically weather
 - Regional variations such as climate
 - Facilities available at the terminal and on the ship
 - Task needs and available equipment and staff





Operating Principles

- a) **Access limitations:** In response to the pandemic social distancing advice calls for the minimum of interaction between people, and in line with such advice, many terminals and ships have instituted additional protocols controlling access to bring it to an absolute minimum.
- b) **Local regulations:** All local regulations, including temporary emergency ones, must be considered. Issues such as additional PPE, hygiene requirements, travel restrictions and the incidence of illness amongst staff must be considered.
- c) **Third party stakeholder requirements.** Many stakeholders such as shipping companies, refineries and terminals have instituted their own controls and protocols. All of these involve limitations on the activity of inspectors.
- d) **Staff welfare:** All staff safety will be the primary concern and will be protected. This pandemic will cause additional stress, through the introduction of extra PPE will also potentially give rise to some delay. The limitations on interaction and social distancing, will limit established work routines as well and personal wellbeing.

NB : Stop work Authority remains the prerogative of all workers, and, should an individual feel unsafe or have any concerns, including those regarding COVID19, they are duty bound to exercise that authority.





Operating Principles

e) **Planning:** Each member company will have a Business Continuity Plan in place for each location and this will also include pandemics, however a specific COVID-19 response plan should be in place. This plan should include:

- Member organisational guidance
- Meeting and gathering guidance including work site protocols
- Additional PPE requirements
- Sanitation protocols in line with World Health Organisation and government recommendations
- Procedure to follow in the event of exposure to COVID-19
- Procedure to following with a confirmed case of COVID-19
- Contact details including responsibilities, contacts and escalation protocols





Our General Guidance to members

Perform your normal order review

- ISO 9000
- ISO 17025
- HM 62
- Client standing instructions
- Working norms and standards

BUT ALSO ADD IN:

- COVID 19 data
- Local advice, guidance and regulations
 - Port Authority
 - Local and national government

Vital Skills and Processes

1. Communication – frequent and detailed on the specific requirements of all stakeholders
 1. Terminal
 2. Ship
 3. Client
2. Communication – frequent and clear to staff
 1. PPE
 2. Access requirements
 3. Working instructions
 4. Stop work authority
 5. Escalation tree
 6. Need to remain calm in difficult situations





Summary

Some operations pose very specific challenges, where social distancing is necessary, offshore lightering, STS transfers, FPSO operations are obvious examples.

Whilst every effort will be made to perform all required tasks, it may be that certain measurements or samples simply cannot be obtained. It might also be that documents will need to be issued electronically to the vessel and terminal, to minimise physical contact, and signatures added electronically rather than on original documents. These will be communicated to the principal(s) and explained, but no responsibility can be assigned to the inspector for the limitations imposed.

It is the member company obligation that any issues or restrictions, both known and potential, be communicated to their principle(s). As each country is at a different stage of the pandemic, these restrictions will vary from country to country and with the speed to the spread these are changing at a rapid pace.



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