



Coast Guard Offshore Organizational and Regulatory Changes



CAPT Joshua Reynolds
2015 Dynamic Positioning Conference
USCG Eighth District Outer Continental Shelf
Officer in Charge, Marine Inspection



Coast Guard Strategy



Strategic Priority: Safeguarding Commerce

Promote a Safe, Secure, and Resilient Marine Transportation System (MTS)

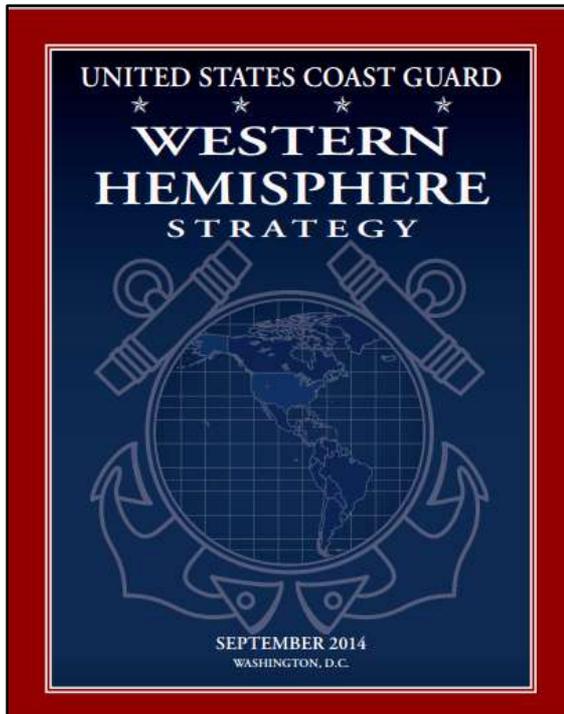
“*{increase} awareness of OCS* development, ship design technologies and industry innovation.”

“*[Embrace] stakeholder mutual cooperation* for establishing and implementing safety regimes”

“Continue to build interagency partnerships”

“Continue to *use and improve Risk-Informed Decision Making (RIDM)*”

“..manage maritime risk systemically and develop programs to *stress-test entities seeking to engage in higher risk maritime activities such as energy exploration and drilling* in the OCS.”



www.uscg.mil/seniorleadership/docs/uscg_whem_2014.pdf



OCS OCMCI Consolidation April 30, 2015





OCS OCMCI Consolidation May 1st, 2015





OCS OCMCI Consolidation Immediate Effects



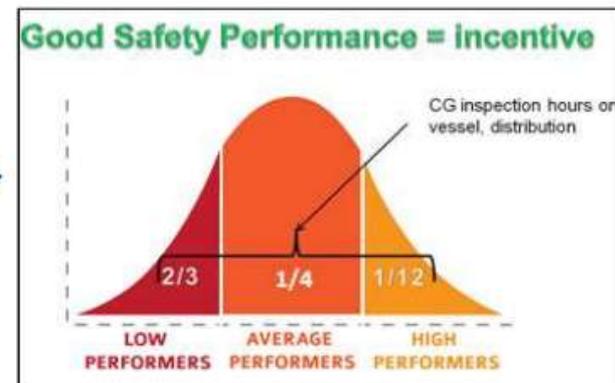
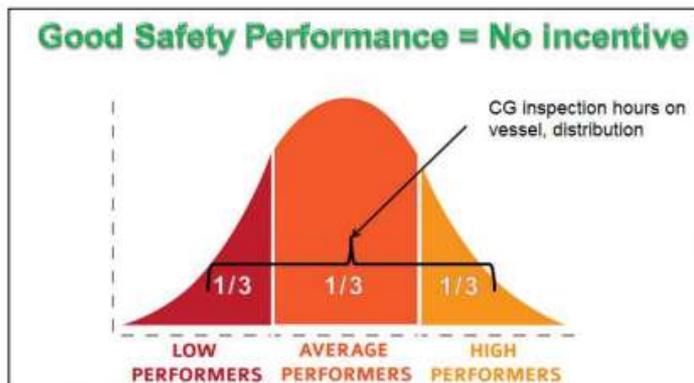
- Letters of Determinations reduced by 80%
 - Don't need letter for 6 different zones
- Emergency Evacuation Plans reduced by 75%
 - Don't need new EEP for only rig move in Gulf of Mexico
- Semi-Annual Industry Day
 - First one Houston September 2015



OCS OCMI Consolidation Coming Soon



- Continued Service Policy (Life Extension)
 - Winter 2015
 - Standardized Process for Continued Service
- In Service inspection Plan Policy
 - Winter 2015
 - Risk Based Structural Inspections (Critical Areas)
- Risk Based Inspections





OCS OCMI Consolidation

One POC for Policy Implementation



U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
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16715
CG-ENG Policy Letter
No. 01-13
June 26, 2013

From: J. W. Mauger, CAPT
COMDT (CG-ENG)

To: Distribution

Subj: ALTERNATE DESIGN AND EQUIPMENT STANDARD FOR FLOATING
OFFSHORE INSTALLATIONS (FOI) AND FLOATING PRODUCTION, STORAGE,
AND OFFLOADING (FPSO) UNITS ON THE U.S. OUTER CONTINENTAL SHELF

FPSO

Coast Guard

[Docket No. USCG-2014-1020]

Guidance on Maritime Cybersecurity Standards

SUMMARY: The Coast Guard is developing policy to help vessel and facility operators identify and address cyber-related vulnerabilities that could contribute to Transportation Security Incident. Coast Guard regulations require certain vessels and facility operators to conduct security assessments, and to develop security plans that address vulnerabilities identified by the security assessment. The Coast Guard is seeking public input from the maritime industry and other interested parties on how to identify and mitigate potential vulnerabilities to cyber-dependent systems. The Coast Guard will consider these public comments in developing relevant guidance, which may include standards, guidelines, and best practices to protect maritime critical infrastructure.

**Cyber
Risk
management**



OCS OCMI Consolidation Future Regulation Implementation



**Not investigated by OCMI if
reported to NCOE for Lessons
Learned**

§ 140.201 General.

Under the direction of the Officer in Charge, Marine Inspection, investigating officers investigate the following incidents occurring as a result of OCS activities:

- (a) Death.
- (b) Injury resulting in substantial impairment of any bodily unit or function.
- (c) Fire which causes death, serious injury or property damage exceeding \$25,000.
- (d) Oil spillage exceeding two hundred barrels of oil in one occurrence during a thirty-day period.
- (e) Other injuries, casualties, accidents, complaints of unsafe working conditions, fires, pollution, and incidents occurring as a result of OCS activities as the Officer in Charge, Marine Inspection, deems necessary to promote the safety of life or property or protect the marine environment.

U.S. Department of
Homeland Security



United States
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VOLUNTARY REPORTING OF DYNAMIC POSITIONING (DP) INCIDENTS ON MOBILE OFFSHORE DRILLING UNITS (MODUS)

After addressing any resultant safety concern(s), the owner or operator of the dynamically positioned MODU should voluntarily submit a written report of the incident as described in 46 CFR 4.05-10. However, voluntarily reported DP incidents should not be reported on a form CG-2692 (Report of Marine Casualty), unless that DP incident is also a marine casualty defined by 46 CFR 4.03-1 required to be reported under 46 CFR 4.05. Instead, the report should be sent via email to the Outer Continental Shelf National Center of Expertise (OCSNCOE) supervisor at voluntaryDPIncidentReport@uscg.mil using the recommended format of enclosure (3).



OCS OCMI Consolidation Future Regulation Implementation



U.S. Coast Guard Outer Continental Shelf National Center of Expertise (OCSNCOE)

Did I push the right button?

A drillship had a recent near-miss while drilling an exploratory well in the Gulf of Mexico. The event provided several lessons learned for vessels with dynamic positioning (DP). The vessel was conducting what seemed to be a simple maintenance procedure on a thruster. However, human errors with a mix of ergonomics got involved and resulted in a position loss within five feet of a "yellow" condition. The incident was caused due to the proximity of buttons to one another as well as the number of alarms a DP operator (DPO) receives.



Lessons Learned

- Do my work permits adequately identify the risks?
- Does my well specific operating guideline take into account well control operations?
- Should certain controls on a DP system be protected from accidental activation? (A cover was later added in this case)



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