

IFIA Safety Conference

IFIA – Stop Work Authority



Au·thor·i·ty

The power or right to give orders, make decisions,
and enforce obedience

Stop Work Authority

The right and responsibility to stop any operation, which has imminent hazard to safety, health, equipment, and/or the environment.

Scenario 1a

Sampling in inclement weather

- Inspection company is assigned to urgently sample a number of rail tank cars on a railroad yard.
- The sampling is taking place during night hours during January. Weather conditions: temperatures below zero, wind force 5-6
- At the railroad yard, there are no lights. There are no rail car access platforms available. Side ladders must be used on the RTC's.
- Due to the lack of proper lighting and the combination of wind and slippery rail tank cars, the inspectors using their stop work authority.
- Terminal evaluates the situation as safe.

Scenario 1b

Sampling in inclement weather

- Inspection company is assigned to urgently sample a number of rail tank cars on a railroad yard.
- The sampling is taking place during night hours during January. Weather conditions: temperatures below zero, wind force 5-6
- At the railroad yard, there are no lights. There are no rail car access platforms available. Side ladders must be used on the RTC's.
- Due to the lack of proper lighting and the combination of wind and slippery rail tank cars, the inspectors using their stop work authority.
- Customer threatens to assigns the task to another inspection company.

Scenario 2

H2S issue

- During a sampling operation, the personal H2S alarm goes off.
- The inspector leaves the area, to collect his SCBA and measuring equipment.
- When returning, wearing his SCBA, he measures an H2S level of 800 ppm.
- Based on that level, he uses his Stop Work Authority.

Scenario 3

Vessel Boarding in Inclement Weather

- Oil and Gas Company performs routine lightering operations off-shore, requiring multiple vessel boarding and de-boarding between Mother and Daughter vessels.
- With high demurrage exposure, pressure from customer exists to commence lightering operations as soon as possible.
- Due to routine operations, 2-3 different inspectors usually perform all work on their operations for this customer, and they have built a strong working relationship with the local customers.
- However, due to a recent increase in workload, the typical 2-3 inspectors who are familiar with this job are all unavailable, and a different inspector is sent. This inspector has all of the required and certification to perform the work, however he or she has not performed this particular job with this customer before.
- This area is known for choppy seas, and rain is in the forecast. However, no specific major storm or dangerous conditions have been reported by local weather stations, news, or inspector main office.
- As the inspector readies to board the first vessel to be measured, the inspector observes strong sea conditions.
- Crew notifies inspector that current sea conditions are normal and nothing to be afraid of – the normal inspectors would perform this task all of the time.

Scenario 4

H2S monitor issue

- An inspector exercised a SWA on top of a shore tank when about to sample and gauge heavy fuel oil.
- He noticed that the cargo superintendent was not wearing an H2S monitor which was part of mandatory PPE for the facility.
- He refused to commence sampling until the person either removed himself or got a monitor.
- A monitor was supplied and the work commenced.

Scenario 5

Boarding vessel issue

- Surveyors attended a vessel for the discharge of base oils at a terminal.
- The ship was alongside at one of the jetties at Terminal and pilot ladder was secured on the port side of the ship for embarkation.
- At the point of embarkation, the surveyors discovered that the gap, being separated by the fender was about 3 feet wide and our surveyors had to step onto the fender first, then reach out to the ladder before climbing.
- The surveyors felt that was too risky and decided not to board. They exercised the SWA and immediately informed the terminal of their action.
- The terminal then arranged for a service boat to bring the surveyors around to the starboard side so they could have proper access to the ladder and board safely.

Break-out session

How to empower employees to use SWA, taking below issues into consideration. 20 minutes

- Geographical issues
- Cultural and regional issues
- New employees issues
- Experienced employees issues
- Commercial issues
- Individual perception of employees