

SAFETY IN THE PETROLEUM INDUSTRY

MAURI FROM KOIL/KIRIBATI!

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Overview of Presentation

1. Brief background of KOIL
2. Slogan statement
3. Vision statement
4. Mission statement
5. Safety statement
6. How KOIL addresses safety in its operations

1. Brief background of KOIL

- 100% State-owned enterprise operated under the Companies Act and the SOE Act
- Operates as a monopoly since it is the only oil company in Kiribati
- Established on 9th December, 1986, so it is 30 years old
- Under the portfolio of the Hon. Minister of the Ministry of Public Works & Utilities (MPWU)
- 6 Board Directors appointed by Minister of MPWU
- Management made up of CEO & 5 Divisional Managers

2. Brief background of KOIL (cont...)

- No. of employees 99
- Main function is to import, store and distribute fuels (ADO, ULP & DPK) and other petroleum products e.g. LPG & Lubricants
- Main office and terminal in Tarawa (capital island) with a Branch in Kiritimati (Christmas) Island
- Employs Agents in all Outer Islands (20)

2. Slogan statement

“Driving Kiribati with quality fuel”

3. Vision statement

“Operating safely, efficiently and effectively whilst meeting international petroleum industry standards”

4. Mission statement

“KOIL endeavors to sell fuel, lubricants and other petroleum products to all its local and international clients at an affordable price using the best customer service approach. KOIL highly respects its employees in terms of their well being, health and safety. KOIL believes in being environmentally friendly and is committed to comply with environmental regulations to maintain a clean and non-polluted environment. KOIL utilizes technology in marketing its services and products to remain competitive and financially viable, profitable and growing. KOIL is committed to operating and meeting international industrial standards set for petroleum companies.”

5. Safety statement

“Think safe and work safe;
safety is everyone’s business”

6. How KOIL addresses safety challenges

Safety Challenges:

- a. Old / out-dated heavy machineries (tanker trucks, forklifts, etc) & motor vehicles;
- b. Non-upgraded depots & facilities & poor housekeeping;
- c. Lack of HSSE training for new HSSE Officer and lack of qualified local trainer;
- d. Old / out-dated HSSE policies;
- e. Limited budget for training in Safety;
- f. Lack of safety audits
- g. Compliant to safety standards

a. Old / outdated vehicles & machineries

- In 2015 & 2016 we managed to replace 10 heavy machineries including vehicles at a cost of over AUD\$4 million.
- These include 1x17kL ground tanker truck, 2x17kL aviation refueler trucks, 1x10kL aviation refueler truck, 2x3ton forklifts, 1 LPG delivery truck, 2 office vehicles, 1 bus for staff transport.
- We also managed to dispose off old machineries & motor vehicles because they are no longer safe to operate.

Photos of some new machineries - 17kL aviation refueler truck



10kL aviation refueler truck



b. Non-upgraded facilities and poor housekeeping

- We have managed to upgrade our airport depot at Bonriki International Airport for safety purposes. We also managed to improve Housekeeping.
- We also managed to enforce PPE wear and improve Potential Incident/Nearmiss/Incident/Accident reporting by giving \$10 to each reporter on a monthly basis.
- We also have upgraded our main depot at Betio, Tarawa in terms of increasing storage capacity and safer working environment for employees. The project is funded by Taiwan Government as a Grant.

Photo of Bonriki depot – before 2015



Photo of Bonriki airport depot – before 2015



Photo of Betio depot



Photo of existing depot from wharf



Photo of new tanks & depot



c. Lack of HSSE training for new HSSE Officer and lack of qualified local trainer

- Due to lack of qualified local HSSE trainer in the petroleum industry, we have grabbed training opportunities provided by oil companies such as Pacific Energy e.g. in 2016.
- This year we plan to send our HSSE Officer to do a work attachment and training overseas.
- We have a plan to have one or more of our technical officers trained to become in-house trainers on Safety and other technical areas.

d. Old / out-dated HSSE policies

- During one training conducted in American Samoa by Pacific Energy in early 2016, our HSSE Officer managed to obtain HSSE policies from Pacific Energy.
- From there, he and the HSSE Committee reviewed the out-dated policies using the HSSE policies provided to us by Pacific Energy.

e. Limited budget for training in Safety

- Since 2016 we managed to convince our Board to approve our budget to invest more on Safety trainings for employees and HSSE Officer.
- We also budget to provide training for Outer Island agents and LPG agents on Safety and other areas.
- In future we plan to provide basic Safety training for our clients e.g. Fuel Stations, main Lubricants clients, etc.

f. Lack of safety audits

- SPC conducted a safety audit in November 2015
- The team comprised of Alan, Carson and Kava
- Report was presented to KOIL
- We started actioning on the issues raised

g. Compliance to Safety standards

- For Operations – AS1940
- For Fuel tanks – API653
- For Electrics – AS3000

It is very important that we are compliant with the above standards.

END OF PRESENTATION

KAM RABWA

& Safe trip wishes to you All