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1. Foreword

Health and safety continues to be a priority issue for the UK offshore oil and gas industry and a determining factor in its overall success. Exploitation of offshore hydrocarbon resources is inherently hazardous and those involved in the industry apply significant effort to managing health and safety risks and achieving good levels of health and safety performance. Our approach to health and safety management in the UK offshore oil and gas industry has been shaped by significant learning over the years to the point where we have an exemplar major hazard regulatory regime driving responsible and effective major hazard management.

This report sets out to describe some of those health and safety management approaches and to summarise performance results in the review period of 2011/12. It also describes the part Oil & Gas UK and its member companies play in managing the industry’s health and safety agenda and striving for continual improvement in health and safety performance.

The Deepwater Horizon (Macondo) disaster of April 2010 continued to cast a long shadow over the industry throughout 2011 and is likely to do so in 2012 and beyond. Oil & Gas UK and partner organisations, in the form of the Oil Spill Prevention and Response Advisory Group (OSPRAG), identified and tackled a number of post-Macondo challenges facing the UK offshore industry. OSPRAG’s final report\(^1\) sets out the many achievements of the group and illustrates how its legacy will be taken forward by other Oil & Gas UK networks and work groups.

Deepwater Horizon also gave rise to a number of investigations and reviews at national and international levels and those reviews reported and made recommendations during 2011. Reference is made in this publication to the Maitland Report and in particular to the proposals for new European Union (EU) regulation of offshore oil and gas health and safety. We believe the EU regulation proposal is ill-considered and poorly conceived and we continue to marshal opposition to it. We seek a directive that would have less of an adverse effect on existing robust legislation in the UK.

Locally, there is increased regulatory and operational focus on asset ageing and life extension and the industry is taking positive steps to ensure that these are made prominent in companies’ management systems and business practices. A consistent key element of major hazard management is the prevention of hydrocarbon releases and the industry now has a declared improvement target – a 50 per cent reduction – which is described and discussed in this report.

In terms of performance, the UK offshore oil and gas industry has made significant improvement over time against a number of key metrics. Regrettably we have to report two fatalities in 2011; the first UK continental shelf fatalities in a four-year period. This emphasises the need for continued focus on our health and safety efforts and sustainable longer term performance improvement.

Any feedback on this report will be welcomed and should be directed to Oil & Gas UK’s health, safety and employment issues director, Robert Paterson, on rpaterson@oilandgasuk.co.uk.

\(^1\) The full OSPRAG report is available and can be downloaded at: http://www.oilandgasuk.co.uk/publications/viewpub.cfm?frmPubID=412.
2. Safety Performance

The UK offshore oil and gas industry has a goal of becoming the safest oil and gas exploration and production province in the world and puts significant effort into achieving this goal. This section outlines key aspects of the sector’s recent safety performance using a number of metrics and a range of reference sources.

2.1. Injuries

Despite the fact that the UK offshore oil and gas industry is a major hazard industry, the sector demonstrates a relatively low lost time injury rate and has, for many years, outperformed a number of comparatively lower hazard industrial sectors in the UK, as shown in the chart below.

Figure 1: The Three-year Average (2008 to 2011) Non-Fatal Injury Rate to Workers by UK industry Sector per 100,000 Workers (Source: HSE)

Last year Oil & Gas UK welcomed the publication of the Health and Safety Executive (HSE)’s offshore safety statistics report. The document presented a noticeable and steady reduction in the incidence of over-three-day injuries, reaching an all time low of 386.8 per 100,000 workers in 2010/11 and representing a reduction of almost 70 per cent in the last 15 years (see diagram below). The combined major and fatal injury rate depicted overleaf shows a fluctuating trend but overall it is maintaining a steady decline.

Figure 2: Over-Three-Day Injury (below) and Combined Major and Fatal Injury Rates (on page seven) for the UK Offshore Oil and Gas Industry (Source: HSE)

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2 Lag time in the development and verification of statistics means that 2011 data are not available for all metrics used in this report.

3 Please visit http://www.hse.gov.uk/offshore/statistics/stat1011.htm to view the full report.
Worldwide comparative accident statistics are published by the International Association of Oil and Gas Producers (OGP). Figure 3 below compares regional lost time injury frequencies (LTIF) for 2010 for oil and gas sectors in Europe. Whilst the UK is below the Europe LTIF average, the OGP statistics show that we have some way to go before our safety performance matches the best regions in the world. Global comparisons of this type, however, should usually be treated with caution, due to potential inconsistencies arising from differences in the reporting constituencies (e.g., in terms of the companies that make up the different OGP and Oil & Gas UK reporting communities).

*Figure 3: Lost Time Injury Frequencies in 2010 for Oil and Gas Sectors in Europe (Source: OGP)*

### 2.2. Oil & Gas UK Benchmarking

Each year, Oil & Gas UK carries out safety performance benchmarking for duty holders. The purpose of the benchmarking is to gain an overview of UK industry safety performance and to inform operator member companies of their reportable incident frequencies compared with their peer companies. Results are presented on an anonymous basis but individual results are issued to operator companies through their Oil & Gas UK Health & Safety Forum representatives.

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The benchmarking uses incident data from the HSE and manhour data from the Vantage Personnel On Board (POB) tracking system, which ensures the consistency and accuracy of the results (see figure 4 below).

**Figure 4: Oil & Gas UK’s safety performance benchmarking methodology**

OIR 12 / OIR 9B report supplied from the HSE for benchmarking purposes

- Calendar year based
- Platform and linked installations only
- Rates per million manhours, based on 12 hour daily exposure

Benchmarking covers:
- Reportable Injuries (fatal, major and over-three-day injuries) according to the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR)
- RIDDOR reportable dangerous occurrences
- Hydrocarbon releases (reported to the HSE under RIDDOR)
The year-on-year decrease in the frequency of over-three-day injuries, continuing an improving trend in recent years, is encouraging, as is the improvement in the frequency of dangerous occurrences in 2011.

While we acknowledge that in general safety performance terms strong progress has been made, any serious injury or death is a real concern and something the industry strives to avoid at all costs. In 2011, we regret to report that there were two fatalities (a fall from height and a diving fatality). This follows four years without a fatality. Note that these reported incidents exclude aviation and marine incidents as these are reported to authorities other than the HSE.

2.3. Asset Integrity Key Performance Indicators

Since 2000, the HSE has had a specific focus on reducing hydrocarbon releases (Key Programme 1). This was followed later by a wider focus on asset integrity issues (Key Programme 3). The Key Programme 3 (KP3) inspection programme, which ran from 2004 through to 2007, focused on asset integrity management. It
defined “asset integrity” as the ability of an asset to perform its required function effectively and efficiently while protecting health, safety and the environment. “Asset integrity management” was defined as the means for ensuring that the people, systems, processes and resources that deliver integrity are in place, in use and will perform on demand over the asset’s lifecycle.

One of the many responses from the UK offshore oil and gas industry to KP3 was to develop additional asset integrity related key performance indicators (KPIs). The aim was that these KPIs would provide a consistent demonstration of industry progress in asset integrity management over time and complement hydrocarbon release statistics. In 2005, UKOOA (now Oil & Gas UK) set up a work group to identify and develop a number of meaningful indicators resulting in the following KPIs:

- KPI-1 – Hydrocarbon Releases
- KPI-2 – Verification Non-Compliances
- KPI-3 – Safety-Critical Maintenance Backlog

These represent a valid mix of leading and lagging indicators as illustrated by the pyramid structure below. The HSE manages the hydrocarbon release data, while Oil & Gas UK collates and manages KPI-2 and KPI-3 data.

*Figure 6: Current Asset Integrity Key Performance Indicators used in the UK Offshore Oil and Gas Industry*

**KPI-1 Hydrocarbon Releases**

Hydrocarbon releases (HCRs) are leaks. The HSE set up the HCR reporting scheme in 1992 in response to one of Lord Cullen’s recommendations in his report on the Piper Alpha disaster. Duty holders of offshore installations supply the data contained on the HCR system to the HSE. These relate to incidents involving HCRs that are reported under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR). HCRs are classified as major, significant or minor based on their potential to cause a major accident if ignited.

Industry-wide workshops, sharing best practice on asset integrity, and the development and use of toolkits and guidance documents led to an early period of sustained year-on-year reductions in major and significant HCRs. In 2010, the UK offshore industry’s safety initiative, Step Change in Safety, agreed with all its member companies to redouble the efforts to achieve a 50 per cent reduction in the number of reportable HCRs by the end of March 2013, measured against the 2010 total HCRs figure of 187.

In April 2012, the HSE published data (shown in figure 7) that confirm continuing improvement. Two years into the programme, there is reason for confidence that the 50 per cent reduction target figure can be achieved. Although the reduction target has been set for all HCRs, the 40 per cent decrease in major and significant releases over the last two years is particularly pleasing. The industry is not complacent, however, and remains focused on efforts to eliminate HCRs as potential contributors to major accidents offshore.

5 The definitions of HCR severities can be found on the HSE website at: https://www.hse.gov.uk/hcr3/help/help_public.asp#Severity.
KPI-2 Verification Non-Compliances

The safety-critical parts of offshore installations are subject to a verification process to ensure that they are suitable for their intended purpose and remain in good condition and repair. Verification is undertaken by independent competent people. Verification findings are ranked as Level 1, 2 and 3 with broad consistency in those classifications between verifiers. KPI-2 monitors and measures Levels 2 and 3 non-compliances, those being the more significant findings.

The Level 3 findings represent the more serious matters of concern identified by the independent competent person (ICP). They often result when a safety-critical element (SCE) fails to meet its performance standard and present an immediate risk to personnel on the asset. As might be expected, the average Level 3 findings per installation are very small, so the total number across all installations is monitored. There is an expectation that mitigation measures (agreed with the relevant technical authority) are in place while the finding remains open.

From Q1 2008 to Q4 2011, the industry has consistently reduced the number of open Level 3 findings from 35 to only seven (an 80 per cent improvement) as shown in figure 8 below. The industry continues to focus effort and attention on this critical area of performance. Knowledge and experience from companies who had Level 3 findings are shared and discussed at the quarterly work group meetings managed by Oil & Gas UK.

Figure 7: Number of Hydrocarbon Releases Occurring Offshore (Source: HSE)

![Graph showing number of hydrocarbon releases from 1996/1997 to 2011/2012]

Figure 8: Total Number of Level 3 Verification Non-Compliance Findings Remaining Open at the End of a Quarter

![Graph showing total number of level 3 open findings from 2008 Q1 to 2011 Q4]

6 “Safety-critical elements” mean such parts of an installation and such of its plant (including computer programmes), or any part thereof —
- the failure of which could cause or contribute substantially to; or
- a purpose of which is to prevent, or limit the effect of, a major accident.
KPI-3 Safety-Critical Maintenance Backlog

KPI-3 produces a report of the total number of backlog hours for planned safety-critical maintenance that is beyond its scheduled completion date. This excludes backlog maintenance that has been subject to a formal and robust deferral process involving relevant technical or engineering authorities.

As can be seen in figure 9 below, the data show a seasonal (cyclic) nature, probably reflecting campaign maintenance patterns (e.g. planned major maintenance shutdowns). It has now been recognised that reporting backlogs in terms of manhours only is not entirely helpful to understanding the significance of backlogs. Changes have been made to the scheme to show the backlog as a percentage of total planned safety-critical maintenance as that is likely to be more relevant and meaningful to people reviewing and assessing maintenance backlog. 2012 data will include percentage figures.

*Figure 9: Average Number of Planned Maintenance Manhours in Backlog per Installation*

The two cross-industry leading indicators (KPI-2 and KPI-3) were included in the HSE *Offshore Safety Statistics Report* for the first time in 2011 to provide useful additional evidence of the offshore industry’s major hazard management performance.
3. **Oil & Gas UK’s Work in Representative Bodies**

The Oil & Gas UK Health, Safety and Employment Issues Directorate manages a broad range of issues. It works closely with Step Change in Safety towards the goal of making the UK the safest place to work in the worldwide oil and gas industry. The health and safety team manages and coordinates the development of cooperative solutions to a wide range of health and safety issues on behalf of the upstream oil and gas industry. Its forums and work groups are shown below and detailed overleaf:

*Figure 10: Current Oil & Gas UK Health & Safety Forums and Work Groups*
<table>
<thead>
<tr>
<th>Oil &amp; Gas UK Health &amp; Safety Groups</th>
<th>Chairman</th>
<th>Participants</th>
<th>Functions / Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health &amp; Safety Forum</td>
<td>Bob Lauder (Oil &amp; Gas UK)</td>
<td>H&amp;S managers or advisors from both operator and contractor member companies</td>
<td>The H&amp;S forum is a centre for communication between Oil &amp; Gas UK and member companies on a wide range of health and safety issues affecting the UK upstream oil and gas industry. It provides the industry with a platform to engage with the regulators and other stakeholders. It proposes and supports research, studies and analysis to ensure appropriate health and safety improvement strategies and actions are developed. The forum also links to Step Change in Safety. Meetings are held quarterly.</td>
</tr>
<tr>
<td>Major Hazards Management Forum (MHMF)</td>
<td>David Piper (Petrofac)</td>
<td>Technical safety professionals</td>
<td>Specialist knowledge, opinion and operational experience are shared at the forum meetings to deliver guidance on major hazard management issues. The group also takes account of relevant hazard management developments in other major hazard industries and provides input to the HSE's research proposals and considers the practical implementation of that research.</td>
</tr>
<tr>
<td>Asset Ageing &amp; Life Extension Network</td>
<td>Bob Lauder (Oil &amp; Gas UK)</td>
<td>Asset integrity and ageing and life extension personnel from member companies</td>
<td>This network was established in response to KP4 to develop, communicate and help implement a cohesive and consistent approach to managing asset ageing and life extension issues within the UK continental shelf. For more detail please see section 4.5.</td>
</tr>
<tr>
<td>Aviation Safety Technical Group (ASTG)</td>
<td>Robert Paterson (Oil &amp; Gas UK)</td>
<td>Technical aviation experts from member companies, helicopter operators, regulators and other industry organisations</td>
<td>The ASTG supports the Step Change Helicopter Safety Steering Group (HSSG) by providing and maintaining technical oversight of aviation matters and promoting an industry position on a wide range of issues. The group works with stakeholders to ensure risks are identified and measures are in place to ensure the industry's aviation safety standards are maintained to a high level. It also promotes aviation industry initiatives and efficient use of resources by encouraging the development and use of common standards, the production of joint industry guidelines and procedures and, if required, influencing the development or amendment of appropriate regulations. Meetings are held quarterly along with an annual aviation seminar.</td>
</tr>
<tr>
<td>Asset Integrity KPI Work Group</td>
<td>Bob Lauder (Oil &amp; Gas UK)</td>
<td>Verification and maintenance management personnel</td>
<td>The group supplies KPI-2 (Verification Non-Compliances) and KPI-3 (Safety-Critical Maintenance Backlog) data each quarter. The analysed results are presented and discussed at the work group meetings.</td>
</tr>
<tr>
<td>Structural Network</td>
<td>Bob Lauder (Oil &amp; Gas UK)</td>
<td>Structural specialists</td>
<td>A new Oil &amp; Gas UK network for structural specialists was formed in 2012 to facilitate a cohesive industry approach to a number of structural integrity related matters affecting duty holders. The network will function mainly via the Oil &amp; Gas UK extranet but will meet as required to identify key issues and to agree appropriate response strategies.</td>
</tr>
</tbody>
</table>
The Oil & Gas UK Health, Safety and Employment Issues Directorate is actively involved in influencing a wide variety of other industry and external stakeholder groups. Figure 11 shows current examples of external involvement.

*Figure 11: Examples of the Oil & Gas UK Health, Safety and Employment Issues Directorate’s work in representative bodies*[^7]

[^7]: Acronyms are explained in the glossary in section 10 of this report.
4. Significant Issues and Activities

Over the course of a year, Oil & Gas UK deals with a diverse range of subjects and issues on behalf of its membership. Typically, these are issues that have the potential to affect large sections, or indeed all, of the industry, or that require or would benefit from an industry-led rather than company-specific solution. The following are examples of recent key issues managed by Oil & Gas UK, some of which are ongoing.

4.1. Proposed European Union Regulation on Offshore Oil and Gas Safety

As part of its response to the Deepwater Horizon disaster in April 2010, the European Commission (EC) initiated a review of health and safety practices and the legislative framework relating to offshore oil and gas exploration and production activities across the EU. The review concluded that the risk of a major offshore accident in EU waters remains unacceptably high and the existing fragmented legislation and diverse practices do not provide for all achievable reductions in risk. As a result of that review and its conclusions, on 27 October 2011, the EC issued a proposal for a “Regulation on safety of offshore oil and gas prospection, exploration and production activities”.

Throughout the period leading up to this proposal it had been evident that the EC regarded the UK legislative regime as an exemplar, and the draft regulation draws on UK regulation for a significant part of its content. However, Oil & Gas UK concluded that the proposed regulation is unacceptable as it would have an immediate detrimental effect on safety standards in the UK offshore oil and gas industry and would provide no significant improvement in overall safety standards.

Oil & Gas UK also commissioned GL Noble Denton to review the impact assessment undertaken to support the regulation. This review concluded that the EC impact assessment was fundamentally flawed and the justification for the proposed regulation invalid.

Oil & Gas UK has been active in leading opposition to the proposed regulation and in advocating a well-drafted directive as a more appropriate and effective legal instrument to drive improved safety across oil and gas producing EU member states. Oil & Gas UK kept its member companies informed and engaged on this topic through a steering group and a comprehensive position paper which includes access to the GL Noble Denton review of the EC impact assessment. This is an ongoing issue into 2013 (see section 9.1 of this report).

4.2. Maitland Review and Report

In March 2011, the Department of Energy and Climate Change (DECC) appointed Professor Geoffrey Maitland chair of a review panel to consider findings from official reports into the circumstances surrounding the Deepwater Horizon accident of April 2010. The panel’s principal role was to review the recommendations made in those reports, and to consider their relevance to the UK offshore oil and gas industry and the extent to which they might inform modification or improvement of the UK regulatory regime. In addition to reviewing UK regulation, the panel consulted with Oil & Gas UK and representatives from member companies to gain an appreciation of the effectiveness of the UK regulatory regime in controlling major accident hazards.

The panel published its formal report in December 2011. The report notes that “the panel was reassured that the UK regime already incorporates a number of positive key features that were not present in the US at the time of the Macondo incident”. The report goes on, however, to make a number of recommendations for improvement and the industry is required to respond on those matters within its control by July 2012. Work is ongoing within Oil & Gas UK and the regulators to pursue and close out improvement actions.

4.3. Post-OSPRAG Arrangements

The work of the Oil Spill Prevention and Response Advisory Group (OSPRAG) is referred to in the foreword of this report. OSPRAG wound up in Q3 2011, and as part of that process, it was identified that mechanisms were still required to continue OSPRAG’s good work and to help embed the good practices in place or developed by the UK industry in the wake of Deepwater Horizon.

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8 The position paper can be found here: http://www.oilandgasuk.co.uk/templates/asset-relay.cfm?frmAssetFileID=1914.

The Well Life Cycle Practices Forum (WLCPF) was formed and comprises senior wells and drilling personnel from operator and contractor member companies, the HSE and DECC. Work groups were formed by WLCPF to develop and publish guidelines on blowout preventer (BOP) issues; relief well planning requirements; lifecycle well integrity; competency, behaviours and human factors; and well examination and verification.

An Oil Spill Response Forum (OSRF) comprising senior environmental personnel from operator and contractor member companies has also been formed. OSRF has six work groups:

- Oil Spill Treatment Options
- Environmental Sensitivities
- OPEP (Oil Spill Prevention and Emergency Preparedness)
- Accredited Responders Management
- Oil Waste Management
- Oil Spill Modelling

4.4. The Health and Safety Regulatory Impact Assessment

The policy group within the HSE’s Offshore Division approached Oil & Gas UK mid-2011 for support on an exercise to identify the costs to the offshore industry of compliance with health and safety regulations beyond the basic requirements of the Health & Safety at Work Act. Essentially, that involves compliance with the suite of major hazard regulations which includes instruments such as the Safety Case Regulations.

The objective of the exercise was to establish a cost baseline against which the financial impact of future new or revised legislation could be assessed. Oil & Gas UK assembled a focus group from among duty holder members and that group provided cost estimates across a range of regulatory compliance items. A peer group of duty holder member representatives then validated those estimates. The final report will be circulated to our duty holder member companies. The HSE’s policy and economics staff commented favourably on the process and the support provided to the exercise by industry personnel, and believes that this is probably the most robust impact assessment undertaken by any industrial sector in the UK.

4.5. Ageing and Life Extension (HSE Key Programme 4)

The HSE Key Programme 4 (KP4) focuses on the management of asset ageing and life extension by duty holders. The programme was initiated in recognition of the fact that the UK continental shelf (UKCS) is now a mature oil and gas province and many installations are “approaching or have exceeded original anticipated design life”. Although the HSE’s main focus is on installations in that category, the inspection programme extends to all duty holders and all installations.

In January 2011, Oil & Gas UK convened a meeting on KP4 at which it was agreed that an Ageing & Life Extension (ALE) Network would be established to provide a communication forum for issues around ALE and KP4 inspections. 112 people subsequently signed up to that network, which functions via the Oil & Gas UK extranet. In that meeting it was also agreed to develop industry guidance on managing ALE and a work group was formed to that end. The work group comprised six duty holder representatives and was chaired by Andy Lane of Talisman Energy. The group met eight times during 2011 and succeeded in producing a guidance document that is designed to help duty holders ensure that ALE is featured appropriately in their management systems and is managed effectively in practice. (See detail in Section 9.2. of this report).

4.6. Weather Data Network

The Civil Aviation Authority (CAA)’s document CAP 437 Offshore Helicopter Landing Areas – Guidance on Standards was reissued in 2009. Amendments included recommendations on weather reporting, following
the Air Accidents Investigation Branch (AAIB)’s report on the G-BLUN Morecambe Bay fatal helicopter accident in December 2006. A particular focus area was improving pre-flight weather reports and ensuring accurate meteorological information is provided to aircrew.

To achieve this, the CAA initially proposed that all offshore installations would require automatic meteorological equipment (in particular for cloud base height and visibility). However, during a consultation period, it was agreed that an installation would satisfy CAP 437 requirements if it was within a 10 nm radius of an installation fitted with this equipment and had access to the data as part of a UKCS-wide data network that is able to share information between all UK offshore operators.

Oil & Gas UK has managed the establishment of the weather data network (Helmet) on behalf of industry, contracting Nessco Limited to host the network. Helmet became fully operational in November 2011. The network’s benefits include: removing the need for full weather stations on every installation; redundancy for faulty equipment; quality control; and consistent pre-flight reports being provided to helicopter operators. In conjunction with this hardware provision, over 700 installation-based personnel have now been trained as weather observers, and biennial refresher courses are now available to help maintain competence.


On 18 February 2009, the helicopter G-REDU landed in the sea near ETAP Central Production Facility. All passengers and crew evacuated the helicopter into life rafts and were successfully rescued.

The AAIB’s investigation revealed three causal factors and two contributory factors. The causal factors were poor visibility from fog or low cloud; false perception of the helicopter position and disorientation by the crew; and the height alert warnings failing to activate. The contributory factors were related to visual difficulties on approach.

Two Special Bulletins were published in 2009 and the final report in January 2011. In total, 27 recommendations were made and some have already been addressed. These include changing the outer ring lighting on helidecks to meet new standards, whilst work on the circle and ‘H’ lighting is ongoing. This incident highlighted again the need for improved pre-flight weather forecasting and reports (see 4.6 above).

Seven of the recommendations were presented to the Step Change Helicopter Safety Steering Group (HSSG) by BP and it was agreed that they should be addressed through the Aviation Safety Technical Group (ASTG). A steering group was initiated and met for the first time in March 2012. This group will work with the necessary parties to respond to the recommendations.


On 1 April 2009, the helicopter G-REDL crashed off the coast of Peterhead leading to the loss of 16 lives. The AAIB investigation commenced on the same day and six initial safety recommendations were issued in 2009. These actions have all been completed and additional safety checks have been in place for the last two years.

On 24 November 2011, the AAIB published the formal incident report containing the original six recommendations, plus a further 11.

A special HSSG meeting was held on 5 December 2011 with representatives from oil and gas operators and contractors, helicopter operators and trade unions to discuss the report recommendations and decide on a way forward for the industry. A newsletter was issued reporting on the actions already taken on the initial recommendations, along with actions going forward and a FAQ to respond to any residual workforce concerns.

The 11 new recommendations are largely of a technical nature and responsibility for implementation oversight is with the CAA. The HSSG will monitor the various agencies (CAA, EASA, Eurocopter, FAA etc.) for their compliance over the coming months and years. Work going forward will include research methods to improve the detection of component degradation; flight data monitoring; and early warning if the chip detector is activated.


4.9. NUI Helideck Fire Fighting Equipment

The CAA amended CAP 437 to require that new build Normally Unattended Installations (NUIs) be built with deck integrated fire fighting systems and that existing NUIs should be retrofitted with an alternative automatically activated fire fighting system. Oil & Gas UK contracted DNV to carry out a risk assessment project and established a steering group to consider the CAA requirement and how it may be addressed.

The DNV report examines the overall risk to the workforce as a result of the extra manning demands involved in installing automatic fire fighting equipment and from subsequent requirements for inspection, maintenance and testing. These risks are then compared with the risk benefits from having the equipment available. The report also explores the benefits arising from the use of helicopters fitted with crash resistant fuel systems. The final report was given to the CAA, HCA, HSE and industry in March 2012 for initial discussion, following which further meetings are to be held with industry and regulatory bodies to discuss the report’s findings and determine a way forward.
5. Regulatory Consultations

Oil & Gas UK serves as a focal point for consultation processes. It seeks member company views on regulatory and related proposals, develops the industry position, prepares written submissions and, where necessary, represents the industry at parliamentary select committees that consider regulatory matters. The following is a summary of recent consultations.

5.1. Coastguard Modernisation

The Department for Transport initiated a significant consultation process on proposals to modernise the Coastguard service. The proposals were geared to increasing operational capability and resilience in Coastguard service provision, based on a reduction in operational centres but with a significantly improved communications infrastructure that would make the new structure more operationally efficient and effective.

Given the crucial role the Coastguard service plays in responding to offshore oil and gas emergencies, there was widespread interest in the proposed changes resulting in robust resistance to many of those changes. In addition to written submissions, Oil & Gas UK’s health, safety and employment issues director, Robert Paterson, gave oral evidence at a session of the Parliamentary Transport Select Committee. The outcome of a lengthy consultation process was announced to the House of Commons on 24 November 2011. Among the more significant changes affecting the oil and gas industry are a reduction in staffing levels in Aberdeen and the closure of centres in Liverpool and Great Yarmouth. The changes, which will be implemented over a two-to-three year period, have been well communicated to member companies.

5.2. Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR)

In May 2011, the UK Government sought views on a change to the reporting criteria for injuries as defined in RIDDOR. The change is part of a Government drive to reduce the regulatory burden on businesses, and changed the basic criterion for a RIDDOR reportable injury from three days to seven days. Member companies were either supportive or neutral to the proposal so a response in favour of the change was submitted.

5.3. Health and Safety in Scotland

The Scottish Affairs Select Committee sought the views of a wide range of industries on the robustness and effectiveness of health and safety regulation in Scotland. Oil & Gas UK submitted a written response to the Select Committee, and health, safety and employment issues director, Robert Paterson, gave oral evidence at a session of that committee at Westminster in November 2011. At the time of writing, the Select Committee report has not yet been published.

5.4. Offshore Information Sheet on Totally Enclosed Motor Propelled Survival Craft Assurance

In June 2011, Oil & Gas UK became aware of a draft offshore information sheet (OIS) produced by the HSE on maintenance and assurance arrangements for TEMPSC (Totally Enclosed Motor Propelled Survival Craft). TEMPSC would more commonly be understood as “lifeboats”.

The draft OIS included a specific recommendation that TEMPSC assurance could only be considered fully effective if it included periodic launch to sea testing. The UK offshore oil and gas industry has moved away from launch to sea testing over the years on account of a series of incidents, risks to personnel and difficulties in recovering TEMPSC back onto installations. It has made significant investment in in situ testing arrangements.

The HSE proposal attracted responses from 23 duty holder members. This in itself is an indication of the level of opposition to the “launch to sea” recommendation. A robust written response was supported by meetings with HSE specialist inspectors, and the outcome of those engagements was that the HSE elected to put the draft OIS in abeyance for a one-year period. HSE inspectors will undertake focused inspections to gain the necessary assurance that current maintenance and testing regimes are effective in ensuring the availability and reliability of TEMPSC.

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12 Phase 1 response to coastguard modernisation can be found at: http://www.oilandgasuk.co.uk/templates/asset-relay.cfm?frmAssetFileID=1994 and phase 2 response can be found at: http://www.oilandgasuk.co.uk/templates/asset-relay.cfm?frmAssetFileID=1995.

13 RIDDOR consultation response can be viewed at: http://www.oilandgasuk.co.uk/templates/asset-relay.cfm?frmAssetFileID=1996.

14 The written response to the Scottish Affairs Committee can be viewed at: http://www.oilandgasuk.co.uk/templates/asset-relay.cfm?frmAssetFileID=1997.

6. **Publications**

Oil & Gas UK leads or supports the development of guidelines and promotes the sharing of best practice and information. This section summarises the recent health and safety guidance produced by Oil & Gas UK.

### 6.1. Asset Ageing and Life Extension Guidance

Oil & Gas UK has led the development of *Guidance on the Management of Ageing and Life Extension for UKCS Oil and Gas Installations*[^16]. This guidance supports duty holders in creating management system arrangements that effectively manage ageing and life extension. It uses the HSE guidance document HSG65, *Successful Health and Safety Management*, as a management system model to aid alignment with existing duty holder systems.

The guidance stresses that the management of ageing does not apply to “old” installations as ageing is a process that starts when an installation or item of equipment is put into service or, even before that, if it is a stored item in need of preservation. It also provides guidance on considerations to be taken into account when making life extension decisions – life extension being the period beyond the originally anticipated service life of the installation. The Oil & Gas UK document complements technical guidance to be produced in conjunction with the HSE, which will provide greater detail on hardware aspects of ageing and life extension.

### 6.2. Operational Risk Assessment Guidance[^17]

Oil & Gas UK managed an industry work group to develop and publish *Guidance on the Conduct and Management of Operational Risk Assessment for UKCS Offshore Oil and Gas Operations*. This guidance is geared to enabling duty holders to develop and implement company-specific operational risk assessment (ORA) arrangements. It describes a managed response to risk assessment of a range of abnormal operations on offshore installations. The expectation is that duty holders will develop ORA processes that are aligned with the guidance or will assess existing ORA processes to harmonise approaches across the industry.

HSE inspectors were involved in reviewing drafts of this guidance and have a stated intent to inspect duty holder ORA arrangements against the guidance.

### 6.3. Guidance on Management of Aviation Operations[^18]

The sixth edition of these guidelines has been created through collaboration between Oil & Gas UK and key industry organisations to provide information on good industry practice for aviation operations. The document is intended to assist those working in oil and gas aviation support operations to ensure the risks involved are as low as reasonably practicable. Lessons learnt over many years have been taken into account to form these guidelines and standards. By addressing both key and routine issues that arise during offshore helideck operations, the guidelines provide information on good practice and the minimum helideck operating standards expected for companies operating in the UKCS.

New pieces of guidance issued by the Oil & Gas UK Aviation Safety Technical Group (ASTG) since the fifth edition have been embodied in the sixth edition. The guidelines have also been aligned with the *OGP Aircraft Management Guide* to ensure consistency in aviation management standards and guidance across the international offshore oil and gas industry.

The guidelines are intended to assist onshore management personnel; provide advice to independent competent persons who are undertaking aviation and offshore helideck inspections and audits; and provide information on producing safety cases and risk assessments for offshore installations.


6.4. Aviation Statistics Report

The UK Offshore Commercial Air Transport Helicopter Safety Record (1981 – 2010) is the third edition of this document, first published in 2003 by the HSE and supported by the CAA. The work was originally commissioned to produce a safety record of UKCS offshore helicopter operations and allow this to be compared with other forms of transport. This edition of the report is sponsored by Oil & Gas UK ASTG.

The report contains data on UKCS offshore helicopter operations from the last 30 years, covering 1981 to 2010, consisting of offshore public transport helicopter flight statistics and reportable accident data. Between 1981 and the end of 2010, over 54 million passengers were flown to and from offshore installations on the UKCS. Just fewer than 6.5 million sectors were flown, totalling almost three million flying hours.

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7. Oil & Gas UK Safety Events

A range of events are organised throughout the year to encourage learning and sharing of information on important issues. These events also provide excellent opportunities to network with industry colleagues. The programme ranges from large events, such as the UK Oil and Gas Industry Safety Awards and conferences, to smaller events, such as awareness courses and workshops. Recent health and safety related events include:

<table>
<thead>
<tr>
<th>Event Name</th>
<th>Description</th>
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<tbody>
<tr>
<td>Hydrocarbon Release Seminar</td>
<td>Around 200 people from across the UK offshore oil and gas industry gathered on 15 March 2012 at the Aberdeen Exhibition and Conference Centre to underline their commitment to HCR reduction. The special seminar, jointly organised by Step Change in Safety and Oil &amp; Gas UK, was held to showcase the industry’s collective work towards its target of reducing the number of HCRs by 50 per cent by the end of Q1 2013.</td>
</tr>
<tr>
<td>Offshore Europe Breakfast – Leadership Challenges in Tackling Hydrocarbon Releases</td>
<td>Over 300 of the oil and gas industry’s leading figures gathered at the Aberdeen Exhibition and Conference Centre during SPE Offshore Europe 2011 to hear about the leadership role in tackling HCRs. Eric Sirgo, general manager of operations at Chevron Upstream Europe, and Brian Kraus, ERM’s managing partner for global performance and assurance practice, shared their personal experiences about the role leaders can play in reducing the number of HCRs. Steve Walker, head of the HSE Offshore Division, joined the panel session.</td>
</tr>
<tr>
<td>Asset Ageing &amp; Life Extension Seminar</td>
<td>An Asset Ageing &amp; Life Extension seminar was held at the Aberdeen Exhibition and Conference Centre. It offered an opportunity for companies to gain an insight into asset ageing and life extension activities and to hear speakers from across UKCS industry, the regulator and OLF - the Norwegian Oil Industry Association. The seminar was attended by primarily operational managers, maintenance and integrity engineers, and safety and environmental practitioners.</td>
</tr>
<tr>
<td>Aviation Seminar</td>
<td>The annual Aviation Seminar addresses the importance of aviation safety. The seminar is about collectively moving forward as an industry and exploring ways to further improve offshore helicopter safety. The 2012 Aviation Seminar was held on 13 June.</td>
</tr>
<tr>
<td>Examining Doctors’ Conference</td>
<td>The Examining Doctors’ Conference is held each year. This year’s conference focused on ‘research in practice’ and provided a mix of interesting speakers as well as lively debate. An evening reception before the conference was also held to give delegates the chance to network with other examining doctors attending the conference.</td>
</tr>
<tr>
<td>Examining Doctors’ Workshops</td>
<td>This is a preparatory training course to ensure that examining doctors have sufficient knowledge of the UK offshore oil and gas industry to enable them to undertake Oil &amp; Gas UK medical examinations. The course provides an opportunity for newly registered examining doctors to obtain an overview of the UK oil and gas industry. They hear about what life and work is really like offshore, to enable them to get a better understanding of the working environment their patients face. The workshops attract attendees from global oil and gas regions where the Oil &amp; Gas UK medical standards are adopted. Eight workshops were held in 2011, attended by 117 examining doctors from 24 different countries.</td>
</tr>
</tbody>
</table>
| The UK Oil and Gas Industry Safety Awards | Each year the UK Oil and Gas Industry Safety Awards ceremony celebrates the achievements of people and organisations that have made outstanding contributions to the safety of the UK offshore oil and gas industry. Winners are announced in the following categories:  
- Safety Leadership  
- Safety Representative of the Year  
- Preventative Safety Action  
- Most Promising Individual  
- Innovation in Safety  
- The Ideas in Safety Prize - new for 2012  
In addition, a special award for Services to Safety is presented by the Step Change in Safety co-chairs. |
Ageing & Life Extension Seminar, December 2011
8. Step Change in Safety

Founded in 1997, Step Change in Safety is the UK oil and gas industry’s flagship safety initiative with the remit to make the UK the safest oil and gas exploration and production province in the world. It is charged with achieving this vision through cooperation, collaboration, sharing and adoption of best practice and learning (see diagram below).

Figure 12: Step Change in Safety’s strategic approach

<table>
<thead>
<tr>
<th>Vision</th>
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<tbody>
<tr>
<td>To make the UK the safest place to work in the worldwide oil and gas industry</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Beliefs</th>
</tr>
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<tbody>
<tr>
<td>All workers have a fundamental right to work in an environment where risks to their health and safety are properly controlled.</td>
</tr>
<tr>
<td>Everyone has a contribution to make.</td>
</tr>
<tr>
<td>We each have an individual personal responsibility for health and safety.</td>
</tr>
<tr>
<td>We have a moral duty to learn from the past and share our learning.</td>
</tr>
<tr>
<td>Industry cooperation is key to achieving our vision.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td>We must have a strong and sustainable leadership in health and safety.</td>
</tr>
<tr>
<td>We must have the competence to identify hazards and ensure that risks are properly controlled.</td>
</tr>
<tr>
<td>We must have a workforce that is fully engaged in health and safety.</td>
</tr>
<tr>
<td>We must raise standards and continually improve our health and safety performance.</td>
</tr>
<tr>
<td>We must have effective asset integrity management.</td>
</tr>
<tr>
<td>We must have effective systems of communication for health and safety issues.</td>
</tr>
</tbody>
</table>

The workforce is engaged through the following Step Change workforce networks:

- Elected Safety Representatives (they also have a presence on the Step Change Leadership Team)
- Safety Professionals and Advisers
- Site Leaders
- Focal Points

Regular network meetings are held throughout the year. These meetings provide a forum for the workforce to share their views on the health and safety issues facing the industry directly with Step Change in Safety.

The Step Change Leadership Team (SCLT) comprises senior managers and officials from member companies, industry-related trade associations, trade unions and the HSE. Representatives of the workforce also attend the SCLT meetings. The leadership team is responsible for planning and monitoring activities and considers the workforce’s views in this process.

Under the Leadership Team, there are currently five steering groups: Asset Integrity, Helicopter Safety, Workforce Engagement, Competence and Human Factors. Through industry participation and cooperation, the groups identify opportunities to drive improvements in health and safety performance. Some of the steering groups have also formed work groups. The activities of each group are reported and discussed at the Leadership Team meeting each quarter.

Asset Integrity and Workforce Engagement are the top priorities for Step Change during 201220.

20 Step Change in Safety Strategic Plan 2010-2015 can be downloaded at: http://www.stepchangepinsafety.net/about/strategicplan.cfm.
Figure 13: Current Step Change in Safety Steering Groups and Work Groups
9. 2012 Focus Areas

The health and safety picture of the UK offshore oil and gas industry tends to be dynamic and is subject to a range of internal and external influences. Oil & Gas UK and member companies recognise and accommodate the flexibility required to respond to emerging issues and challenges. That said, we do try to anticipate and provide focus in key areas of health and safety, and the following are topics that we believe will require continued effort and attention in the near future.

9.1. EU Regulations

As described in section 4.1 of this report, the EC is proposing to introduce an EU regulation on the “safety of offshore oil and gas prospection, exploration and production activities”. Irrespective of whether this is adopted as a regulation, or, the industry preference, a well-worded directive, it is likely that this will remain a key focus area into 2013.

Should the EU proceed to issue a regulation, there will be a significant workload for duty holder members to achieve compliance with the letter of the new legislation and, in particular, to develop and gain acceptance of reports on major hazards. Equally, there will be a substantial burden on UK regulators to assess and accept these reports. A parallel activity, potentially involving both regulators and industry, will require the realigning of existing UK major hazard regulations with the new EU regulation. Many of the existing UK regulations or parts thereof will need to be revoked or revised substantially to eliminate any potential conflict of interpretation or application.

Oil & Gas UK will remain active in its efforts to arrive at the most appropriate and desirable legislative position and to influence improvements in the form of wording adopted in the eventual legal instrument. Irrespective of whether the proposal is as advanced as a regulation or is a directive, there will be work required to support redrafting and to deliver supporting interpretative guidance. Oil & Gas UK will be active in driving or participating in those activities.

9.2. Asset Ageing and Life Extension

The HSE inspection programme, KP4 (see section 4.5), will continue into 2013 with all remaining duty holders being inspected over that period. Oil & Gas UK and duty holder member companies will maintain focus on ageing and life extension as a key business challenge in addition to responding to the KP4 focus. The Oil & Gas UK Guidance on the Management of Ageing & Life Extension for UKCS Oil & Gas Installations was published in April 2012 and efforts will be maintained to promote the adoption or integration of this guidance within duty holder management systems.

The HSE has stated an intention to publish an interim report on KP4 by the end of Q2 2012 and there will be an expectation that the industry responds appropriately to findings and recommendations set out in that report. Many of the findings will have been addressed with individual duty holders but it is likely that there will be matters that have cross-industry relevance and effect. Oil & Gas UK will take a lead in developing the industry response in those areas.

Oil & Gas UK’s Ageing & Life Extension (ALE) Steering Group will allow continued liaison with the HSE on issues arising from KP4 inspections specifically and on ALE topics more generally. This group has duty holder representatives and the HSE KP4 managers on board, enabling direct communication between the parties.

Oil & Gas UK staff and member representatives are also involved in developing ALE technical guidance, in support of the HSE. That guidance will complement the Oil & Gas UK ALE guidance and focus primarily on hardware aspects of ALE management.

9.3. Operational Risk Assessment

Oil & Gas UK has published guidance on ORAs to enable duty holders to implement effective management system approaches to managing the risks arising from abnormal operational situations. HSE inspectors were involved in developing that document and the HSE has indicated an intention to assess duty holder ORA processes for alignment with the guidance. We intend to monitor implementation and to seek feedback to ensure that the guidance is having the desired effect. In particular, Oil & Gas UK will engage with the HSE to seek assurance that the improvements in ORA practice, which the guidance seeks to enable, have been delivered. The document will of course be updated or improved as necessary in light of both industry and regulator feedback.
9.4. Maitland Report Follow-Up

The Maitland Report referred to in section 4.2 will require continued Oil & Gas UK focus and involvement through 2012. A number of the recommendations cite Oil & Gas UK’s lead role as being crucial to delivering improvement, and we will also participate in wider industry actions where appropriate. Recommended actions have been assigned to the HSE, DECC and Oil & Gas UK personnel and, from a strict health and safety perspective, we anticipate particular Oil & Gas UK involvement in a number of key areas. These include: support for aspects of work assigned to the Well Life Cycle Practices Forum, learning from incidents, best practice implementation assurance and workforce engagement.

Some of the responses to the Maitland recommendations will be undertaken by Step Change in Safety. DECC, which commissioned the Maitland Review, has requested an industry response by mid-2012 and progress on actions is being tracked by Oil & Gas UK.

9.5. Structural Integrity Challenges

The HSE in its dealings with safety case thorough reviews has challenged some duty holders on their approach to structural integrity management. These challenges relate primarily, but not uniquely, to the assessment and management of structural loadings associating with extreme weather events. Although HSE inspectors communicate directly with duty holders on safety case assessment matters, many of the issues raised by the HSE have common effect across the industry and as such will benefit from the pursuit of common solutions. Therefore, a network comprising structures-focused technical authorities has been formed. This group will meet periodically and will develop technical guidance notes addressing key topics where appropriate. Oil & Gas UK will provide technical and administrative support to the work group.

9.6. Emergency Response and Rescue Vessels (ERRV)

Oil & Gas UK has published two documents in conjunction with the ERRV Association (ERRVA):


A work group has been formed comprising ERRVA members and duty holder marine specialists to review and revise both documents as necessary. There are also some specific issues affecting ERRV operations that will be addressed by this work group during 2012, and these will feature in the updated guidelines where appropriate.


Work has begun in 2012 to review current Oil & Gas UK health and safety publications. An initial screening exercise will identify the publications most in need of review and a plan will be put in place to undertake reviews and to update documents as necessary. Two publications have already been identified as priorities for revision in 2012 and those are:

- The Risk Based Decision Making Framework (1999)
- The Supplementary Guidance on Reporting of Hydrocarbon Releases (2008)

Members of the Major Hazard Management Forum have formed two work groups to review and revise these documents.

9.8. Support of the Industry Hydrocarbon Releases Reduction Target

The reduction in the number of HCRs remains a top priority and a key focus of the industry’s absolute commitment to continuously improve process safety standards and performance. At the end of 2010, Step Change in Safety published a revised HCR reduction target. The UK offshore oil and gas industry as a whole has agreed a target of reducing HCRs by 50 per cent by the end of March 2013, the baseline being the HSE 2009/10 figure.
To improve the industry’s performance in HCRs requires sharing and learning between companies. In the first year, the industry achieved a 10 per cent reduction. Results for 2011/12 indicate a 30 per cent achievement towards the target and an all time low in major and significant releases (see figure 7). Whilst the industry has made a significant effort towards HCR prevention in the past year, there is less than a year remaining of the three-year challenge. To achieve the goal, Oil & Gas UK, together with Step Change, is now working collaboratively with individual companies. Figure 15 below summarises the collective efforts that the industry has made in relation to HCR reduction.

**Figure 14: The Industry has a Three-Year Target to reduce Hydrocarbon Releases by 50 per cent**

**Figure 15: Contribution to Hydrocarbon Release Reduction by Industry**

**Oil & Gas UK**
- HCR Data Publication - openness and sharing of information
- Supplementary Guidelines for HCR Reporting – work group formed to review the guidance to ensure accurate and robust approaches to HCR reporting
- HCR events: Offshore Europe breakfast (12 September 2011) and HCR Seminar (15 March 2012)
- KPI-2 Verification Non-Compliance – process containment findings now required

**Individual Companies**
- Built target into their business plans
- Continue to share analyses of the root causes of incidents and circulate best practice
- Top performing companies are sharing their knowledge and experience with other members

**Step Change in Safety**
- Asset Integrity Steering Group has initiated an industry-wide HCR root cause analysis exercise using 474 HCRs related data supplied from 20 duty holders. Results of the analysis have been widely shared within the industry
- The Steering Group also set up the HCR Prevention Sub-Group and the FPSO & FPF Sub-Group to improve industry’s HCR performance
- Verification Sub-Group is to deliver guidance on verification and assurance
9.9. KP3 Improvements “Health Check”

In November 2007, the HSE issued a report of its findings from the KP3 inspection programme focusing on asset integrity management (see further detail on KP3 in section 2.3). In July 2009, the HSE issued a further report reviewing industry progress since the 2007 report21. Asset integrity management has remained a key topic for the industry and is an integral feature of major hazard management for duty holders. The industry now has a mature set of asset integrity KPIs measuring the following aspects of integrity management:

- KPI-1 – Hydrocarbon releases
- KPI-2 – Verification non-compliances
- KPI-3 – Safety-critical maintenance backlog

The two new indicators (KPI-2 and KPI-3) have been in place for three years now. An effort is being made to refresh KPI-2 and 3 and a new indicator (KPI-4) has been introduced to measure independent competent person (ICP) activity completed against that planned.

The Asset Integrity KPI work group meets quarterly to review KPI results. It is intended that the group’s scope of interest will be extended beyond the KPI review to become more interrogative to identify areas for improvement and to help drive those improvements where appropriate. It is also intended to use that group, and its relationship with ICPs, to provide some assurance that the industry remains sufficiently focused on asset integrity and has sustained the effort and progress made in relation to KP3 findings and recommendations.

The table below summarises the improvements that are currently being made to the three KPIs.

*Figure 16: Current Improvements to Asset Integrity KPIs*

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**KPI-1 Hydrocarbon Releases**
- Managed by the HSE, the database is currently being upgraded
- Data are now published on the Oil & Gas UK website

**KPI-2 Verification Non-Compliances**
- Process containment non-conformities are collated to provide linkage to KPI-1
- Tracking of the top three safety-critical elements featuring in non-compliances to identify common areas for improvement
- Tracking the percentage of verification activity completed against planned activity

**KPI-3 Safety-Critical Maintenance Backlog**
- Monitoring the percentage of safety-critical maintenance that is incomplete in the period rather than showing the manhours smooths out many of the variations in backlog reporting and allows the industry to set reduction targets
- Drilling further into data to understand issues and improvement needs

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9.10. Aviation Agenda

Work will continue in response to the recommendations made in the AAIB G-REDU report. Circle and ‘H’ lighting trials encountered a number of problems; improvements are being made and trials of a production version continue. The weather data network is fully established and additional information has been included to maximise its usefulness to pilots. Work to encourage uptake will continue. A work group has been established to look at the industry response to seven of the AAIB report recommendations from the G-REDU investigation report.

Following the period of bad weather towards the end of 2011, the British Airline Pilots Association (BALPA) has again raised the issue of operating helicopter flights when the only means of rescue and recovery is Dacon scoops. Pilots have been encouraged to visit emergency response and rescue vessels to see a Dacon scoop and to have discussions with the master and crew. A meeting was also held with BALPA, the RMT union, helicopter operators and representatives from installation operators. While there remain a number of outstanding matters requiring resolution, it was clear that the two sides in the debate were moving closer to a conclusion.

9.11. NUI Fire Fighting Equipment

DNV’s review report was given to the CAA, HCA and HSE in March 2012. The report found that automatic fire fighting equipment fitted to helidecks will not reduce the risks. Therefore, the report recommends that helicopters in the UK fleet continue to be replaced with types that have crash resistant fuel systems, and, where appropriate, retrofitting such systems. The industry should focus on those helicopter types used for flights to NUI in the first instance. This will decrease the risks by reducing the likelihood of a fire starting on helicopter crash impact. This will be ongoing work for 2012 to deliver a satisfactory resolution for both industry and the regulators.

9.12. Pipeline and Riser Loss of Containment

The Pipeline and Riser Loss of Containment (PARLOC) Database was previously available in hard copy, with new issues published periodically, the last of which was in 2001. It has been available online since 2009; however, success with its uptake has been limited. A steering group has been formed to establish if there is an industry desire for this to continue as an online database. Work to re-launch PARLOC is planned for June 2012.

9.13. Shape and Size Project

Oil & Gas UK is collaborating with specialists from Robert Gordon University on a joint industry project to measure the shape and size of the UKCS offshore workforce. Initial analysis shows, on average, an increase in the weight of workers since the last data were collected in 1985. It is intended that the data will be used to enhance safety by assisting in the design of future offshore equipment and facilities. Data will be collected from a sample size of 600 offshore workers.
10. Appendix

10.1. Glossary of Terms and Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>AAIB</td>
<td>Air Accidents Investigation Branch</td>
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<tr>
<td>ALE</td>
<td>Ageing &amp; Life Extension</td>
</tr>
<tr>
<td>ASTG</td>
<td>Aviation Safety Technical Group</td>
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<tr>
<td>CAA</td>
<td>Civil Aviation Authority</td>
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<tr>
<td>DECC</td>
<td>Department of Energy and Climate Change</td>
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<tr>
<td>EASA</td>
<td>European Aviation Safety Agency</td>
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<tr>
<td>EC</td>
<td>European Commission</td>
</tr>
<tr>
<td>EERTAG</td>
<td>Evacuation, Escape &amp; Rescue Technical Advisory Group</td>
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<tr>
<td>EPOL</td>
<td>Emergency Preparedness Offshore Liaison Group</td>
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<tr>
<td>ERRV</td>
<td>Emergency Response and Rescue Vessel</td>
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<tr>
<td>EU</td>
<td>European Union</td>
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<tr>
<td>FPF</td>
<td>Floating Production Facility</td>
</tr>
<tr>
<td>FPSO</td>
<td>Floating production, storage and offtake (vessel)</td>
</tr>
<tr>
<td>HCR</td>
<td>Hydrocarbon Release</td>
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<tr>
<td>HSE</td>
<td>Health and Safety Executive</td>
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<tr>
<td>HSSG</td>
<td>Helicopter Safety Steering Group</td>
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<tr>
<td>ICP</td>
<td>Independent Competent Person</td>
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<tr>
<td>KPI</td>
<td>Key Performance Indicator</td>
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<tr>
<td>LTIF</td>
<td>Lost Time Injury Frequency</td>
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<tr>
<td>MCA</td>
<td>Maritime and Coastguard Agency</td>
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<tr>
<td>NOIA</td>
<td>North Sea Offshore Industries Associations</td>
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<tr>
<td>NUI</td>
<td>Normally Unattended Installation</td>
</tr>
<tr>
<td>OGP</td>
<td>International Association of Oil and Gas Producers</td>
</tr>
<tr>
<td>OIAC</td>
<td>Offshore Industry Advisory Committee</td>
</tr>
<tr>
<td>OIS</td>
<td>Offshore Information Sheet</td>
</tr>
<tr>
<td>ORA</td>
<td>Operational Risk Assessment</td>
</tr>
<tr>
<td>OSPRAG</td>
<td>Oil Spill Prevention and Response Advisory Group</td>
</tr>
<tr>
<td>PARLOC</td>
<td>Pipeline and Riser Loss of Containment Database</td>
</tr>
<tr>
<td>RIDDOR</td>
<td>Reporting of Injuries, Diseases and Dangerous Occurrences Regulations</td>
</tr>
<tr>
<td>SCE</td>
<td>Safety-Critical Element</td>
</tr>
<tr>
<td>SPE</td>
<td>Society of Petroleum Engineers</td>
</tr>
<tr>
<td>TEMPSC</td>
<td>Totally Enclosed Motor Propelled Survival Craft</td>
</tr>
<tr>
<td>UKCS</td>
<td>United Kingdom Continental Shelf</td>
</tr>
<tr>
<td>UKOOA</td>
<td>United Kingdom Offshore Operators Association</td>
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</tbody>
</table>