



## Helicopters, the CAA and your safety

On 20th February, the Civil Aviation Authority (CAA) released a report that will change North Sea operations forever.

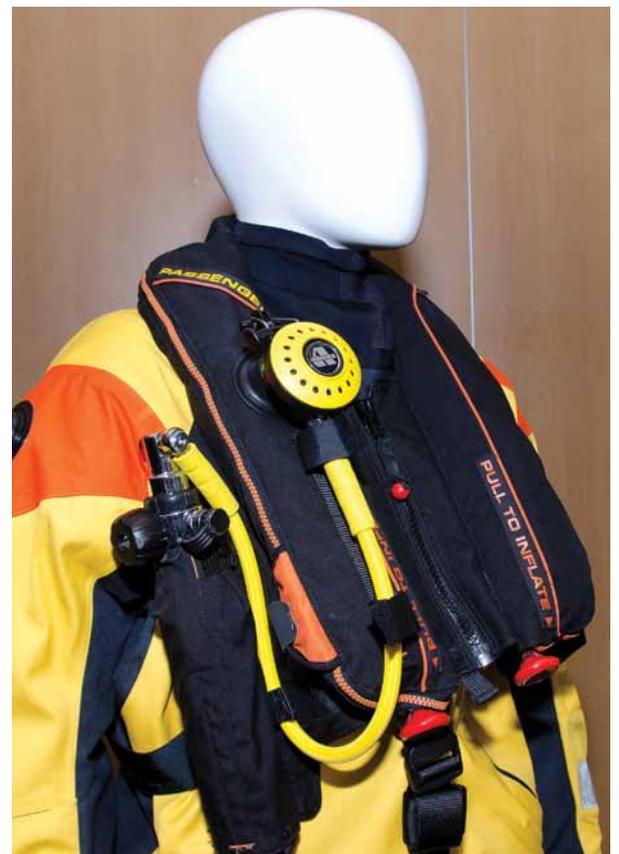
But while the report will change our industry and create challenges along the way, it is important to remember that the recommendations are designed to make travelling to work safer.

Fifty of the 61 CAA recommendations are preventative rather than reactive, that is they focused on safe flight operations rather than what happens in the event of a ditching or a crash.

### Emergency Breathing Systems

The CAA reviewed their initial timeline and now, by 1st September 2014, every helicopter passenger must sit next to a push-out window exit unless their lifejacket is fitted with a Category A Emergency Breathing System (EBS). And by 1st January 2015, every helicopter passenger must have a Category A EBS regardless of where they are sitting.

The EBS workgroup has identified a Category A EBS and a new lifejacket that will suit the entire offshore workforce. The new equipment has undergone a robust series of tests in wet evacuation settings to ensure the equipment is fit for purpose and passed the criteria set out by the CAA. The group will now focus on the most effective way to roll out the equipment and the training that will be necessary. Emily Taylor, who works at Step Change, was given the

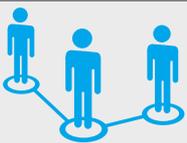


opportunity to try the new system and lifejacket with training providers in Aberdeen at one of the test sessions.

“I completed my BOSIET in May 2013 and this was the first time I had used a compressed air system” said Emily.

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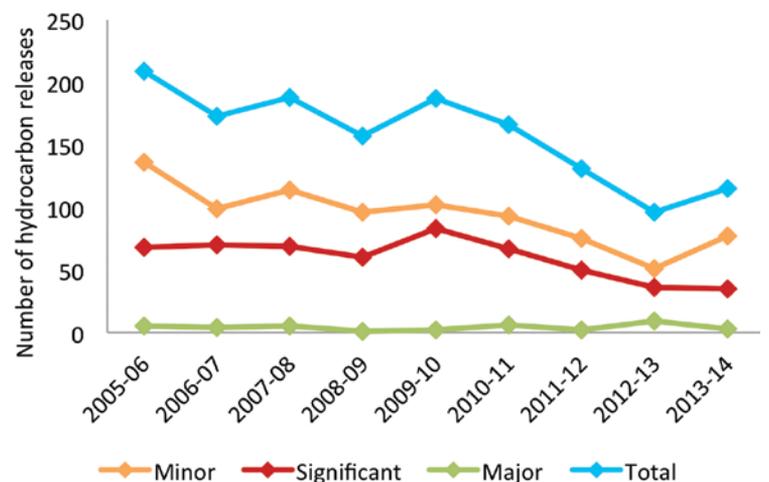
**Major Accident Hazards** p6

## Increase in Minor Hydrocarbon Releases

Hydrocarbon releases can have catastrophic results.

After almost reaching the 50% target reduction set in 2010, the oil and gas industry reaffirmed its commitment in 2013 to further reduce the number of hydrocarbon releases (HCRs) by 50% in three years. We can't achieve this target without learning from each

other and sharing good practice. This is why the Step Change Asset Integrity Steering Group (AISG) is encouraging the reporting of hydrocarbon releases to SADIE (Safety Alert Database and Information Exchange). It is reassuring to see how positively operators have responded to this.



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# Helicopters, the CAA and your safety

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“I quickly got the hang of using one hand to pull the mouthpiece away from the jacket, put it into my mouth and attach the nose clip. I instantly felt more comfortable compared to the time I used the re-breather. I initially thought the bottle looked quite bulky but in reality, I barely noticed it.

“I was nervous about how much air I had in the bottle but after being given a full bottle, I was asked to sit underwater and breathe until my air completely ran out. When my breathing was controlled, I could sit for three to four minutes. Others in the group could breathe for longer.

“Compared to the re-breather, the new EBS is a lot easier to use and feels a lot more natural. It’s very straightforward.

“On the whole, I found it to be very positive and reassuring.”

The EBS that Emily and others have tried has been specifically designed to be deployed with one hand, in or out of water. Deployment can be completed within 12 seconds and will work in both helicopter ditchings and in water impact incidents, when capsize or sinking happens immediately on impact.

## Passenger Size

The report stated that, by 1 April 2015, helicopter passengers must have a body size that is compatible with the size of push-out window exits.

Step Change established the Passenger Size workgroup to try and translate the CAA recommendations into practical guidance for transporting personnel offshore. Their aim is to give guidance on how passengers



of different sizes and shapes can be practically seated in the types of helicopters in use offshore. Their remit is to establish what this size is, how, where and when to measure passengers and the impact that size limitations will have on the workforce and offshore operations. The workgroup will also consider the varying size of windows between helicopter models. What if you fly out on one model and a different model turns up to take you back onshore?

There are clearly many questions to be answered and Step Change will

continue to communicate in the coming months and have a target to produce their guidance by October.

## Working Together

It is encouraging to see how quickly the industry has reacted since the CAA report was published. A huge amount of work has been done and much progress has been made. The changes that the CAA report will bring are part of the constant evolution of safety in the offshore industry. They are happening to make the day-to-day activities of the industry safer. Who could say no to that?

## TEA SHACK NEWS

Published by:  
Step Change in Safety  
and HSE.

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and stories. Here's how you  
can contact us:



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#playyourpart



## Engaging Success

Safety Rep Andy Nolan has won the Workforce Engagement Award at the UK Oil and Gas Industry Safety Awards.

Andy, who is an elected safety rep at Talisman Sinopec Energy UK, was honoured for actively embracing worker engagement on safety. The UK Oil and Gas Industry Safety Awards celebrate the amazing work people are doing to make the industry safer.



Andy, who has been a safety rep for four years, said: “Engaging with the workforce and providing opportunities for everyone to share their views and concerns is vital. The more perspectives you can bring into a conversation, the more opportunities you have to identify potential risks and hazards.

“We feel we have made a significant step forward through the introduction of our safety intervention system, iCare, which provides the tools for people to spot hazards and risks, but also good work practices and behaviours.

“The system requires that we have positive, face-to-face conversations. These conversations and agreed actions are then recorded so others can learn from them.

“We need to actively pursue engagement with all members of the workforce and never think that it’s a ‘job done’. We need to recognise and appreciate that this is an ongoing journey. We will make improvements, but we can’t become complacent or expect overnight success. We’re all in this together for the long run, and we all have a part to play.”

## Ageing Assets Study Results Published



HSE’s Energy Division published the results of its three year Key Programme 4 into Ageing and Life Extension (ALE) at a seminar on 28th May at the Aberdeen Exhibition Conference Centre. With over 50% of offshore installations approaching or exceeding their originally planned field life there are significant future challenges both in terms of plant availability and safety.

Management of ageing requires a good understanding of the condition of safety-critical elements (SCEs), how that condition is changing over time and carrying out maintenance in a timely manner to minimise the risk of major accidents.

During KP4, HSE completed 33 onshore and offshore inspections covering all major Dutyholders.

The industry has welcomed and responded positively to the KP4 initiative but it is recognised that there is still much to do to ensure that plans are implemented.

The report can be found at [www.hse.gov.uk/offshore/ageing.htm](http://www.hse.gov.uk/offshore/ageing.htm)

## Biggest losers are biggest winners

The UK faces a new health challenge. It used to be infectious diseases that posed the main threat to health. Today the challenge is more about long-term conditions caused by poor lifestyle, things such as heart disease and diabetes. We all have a responsibility to take better care of ourselves.

Total's Alwyn Platform Welfare Committee recognised the importance of personal health and wellbeing. They organised a competition with prizes for those with the biggest weight loss called 'The Biggest Loser'. The competition helped illustrate the risks of obesity, whilst encouraging and motivating those involved to take part in activities that promoted healthy living.

The initiative won the prize for Best Healthcare Improvement Initiative at Total's SHE Awards held earlier this year.

Lorraine Poore from the Committee said, "I think it worked really well because it was something organised by the workforce. We supported the workforce by organising the weigh-in sessions, with general health advice being available from the medic. In future, it would be good to add on being able to provide exercise and diet plans."

Kenny MacDonald is also a member of the Committee. He



Lorraine Poore, Kenny MacDonald and Faye Crowder from the Alwyn platform welfare committee receiving Best Health Improvement award from BBC Scotland's Sally Magnusson and Aramark's Mike Ball at Total E&P UK's SHE Awards

said, "We know where people working offshore get their information from so we promoted 'The Biggest Loser' via posters. Our colleagues knew about it and used the enthusiasm of the competitors as the driver to encourage participation. This was especially seen amongst the team competitors."

A number of personnel working onboard Alwyn have lost weight as a result of this competition. The initiative started in March 2013 with 40 contestants. Loss was measured in body fat rather than weight. The individual winner was Gary Cramb, whose body fat percentage went from 21% to 10%. There was also team element to the challenge, which was won by

Davie Sutherland, Davie Barnes and Lee Newbiggin.

More importantly there has been wide buy-in of the importance of a healthy lifestyle and the danger of long-term health conditions resulting from a poor lifestyle. Committee member Faye Crowder said, "Having a winner with a real achievement under the belt, so to speak, has created an atmosphere of positive engagement on Alwyn. As such there is demand to run the competition again next year."

As well as continuing to support 'The Biggest Loser' on Alwyn, Total is inviting its other offshore installations and other parts of its business to participate in the future.



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## Food facts you can trust

In the world of weight loss, the maze of faddy diets can make it hard to know what to believe. If you want to lose weight, it's important not to 'crash diet' but to change how you eat and organise a new diet that you can keep to all the time, not just when you're trying to lose weight. To maintain a healthy weight, it's important to follow a balanced diet and keep active. The basics of eating less sugary and fatty foods are a good starting point for nearly all of us, but here are some food facts you might not know the truth about:

- **Starchy carbs are okay!** Some people think starchy foods such as bread, potatoes, rice and pasta are fattening, but they help fill you up, particularly if wholegrain, and contain less than half the calories of fat. You just need to watch out for the added fats used for cooking and serving.
- **Meat can be very low in fat.** Skinned poultry meat only contains about 1-3g fat per 100g. Try leaner cuts of meat, trim visible fat and remove skin from chicken.
- **'Low fat' doesn't necessarily mean healthy.** Choosing 'low fat' or 'reduced fat' isn't always the healthiest option. To claim a product is 'reduced fat' the amount of fat must be at least 30% lower than standard products. However, these types of food tend to be high in calories anyway – consider your purchase to see if it really is the healthy choice.



Rig Baby is an online magazine with the aim of providing support and information to the offshore workforce and their families.

As well as covering all the latest hot topics such as helicopter safety, health and lifestyle, the site offers a social platform through their forums.

Julie Green, Editor at Rig Baby, tells us more:

"The site was originally created to be a support forum for wives and mothers like myself holding the fort back home. However, we soon realised that there was potential to offer much more than that and the site has evolved into a social platform that offers all the latest information in one place.

"As the site is run by offshore workers

and their partners, we understand the benefits and the challenges of the lifestyle and aim to cater for them."

The site has had a really positive response so far and has big plans for the next year!

You can find Rigbaby on Facebook, twitter and on their website – [www.rigbaby.com](http://www.rigbaby.com)

## Increase in Minor Hydrocarbon Releases

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The reports from last year have been analysed by the HSE. The results showed that the number of significant and major hydrocarbon releases has decreased, however the number of minor releases reported has increased. The Step Change HCR Prevention workgroup has been analysing the type of minor releases that are now being reported and believe the increase is in part due to an increased awareness of the issue through initiatives such as Joined-up Thinking.

Susan Mackenzie, Director of HSE's Hazardous Installations Directorate, said "It is clear that while

HCR performance has improved significantly over the past decade, the rise in HCRs in 2013/14, following a reduction in the previous 4 years, is concerning. As we know HCRs are a primary precursor to fire and explosion offshore.

"Late last year I asked the offshore industry to review its current approach to the prevention of HCRs in the light of this worrying reversal of the industry's improving record."

Susan continued by saying "While it is encouraging to see a reduction in significant and major HCRs,

the overall increase in HCRs remains a serious concern. Industry needs to address these increases and investigate common causes or underlying issues. I'd hope these latest statistics act as a wake-up call to industry and I expect to see a reduction in the coming year."

Every HCR causation report shared should be considered a learning opportunity for the industry. We have an opportunity to recommit ourselves to the sharing of best practice and to learn from experience to help make our workplace safer.



**Health & Safety  
Executive**

## The Regulator's View

After every inspection or investigation, inspectors decide if action to protect the health or safety of workers is required.

Inspectors focus on the priorities in HSE's Strategy for Offshore Health and Safety. They apply standards set out in a series of Inspection Guides.

In most cases, they will raise issues that require improvement in a letter which is copied to your safety rep. Inspectors require confirmation that issues have been dealt with within a timescale they set.

Inspectors also have formal powers to serve a notice stopping work, or requiring improvements to plant and working practices. Failure to comply with a notice is an offence.

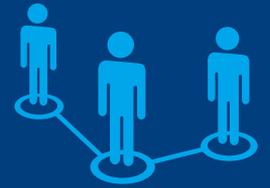
Inspectors can also refer matters to the courts where failures are particularly serious.

This year HSE inspectors raised more than 840 Issues and served 51 Notices. Cases were also referred to the Fiscal to consider if prosecution was appropriate.

Susan Mackenzie (Head of Energy Division) said "I am increasingly confident that my inspectors are applying the law fairly and appropriately, in line with HSE's procedures. This will ensure that workers can be confident that where action is necessary, inspectors will take it, operators can be sure that inspectors will only raise issues with them where they are justified and required by the law."

To find out more, go to [www.hse.gov.uk](http://www.hse.gov.uk) and search for the Enforcement Policy Statement or the Offshore Strategy.

## And the survey says...



Very few people complete worker surveys for fun. They can feel like the latest management initiative or someone's pet project. It's usually the same questions you've seen before; often the same thing asked in a slightly different way. But probably the worst bit is whether or not you'll hear back about the results ...

The Step Change in Safety Workforce Engagement Survey has now been completed by over 10,000 people. That is a lot of people's views – almost one in three of the entire UK North Sea oil and gas industry. It was designed as part of an initiative to help the industry increase engagement in safety at all levels of the workforce.

You may have already completed one of these surveys yourself. If not, it is almost certain that you've ticked and flicked another survey in the past year. All those questions! Here is one more:

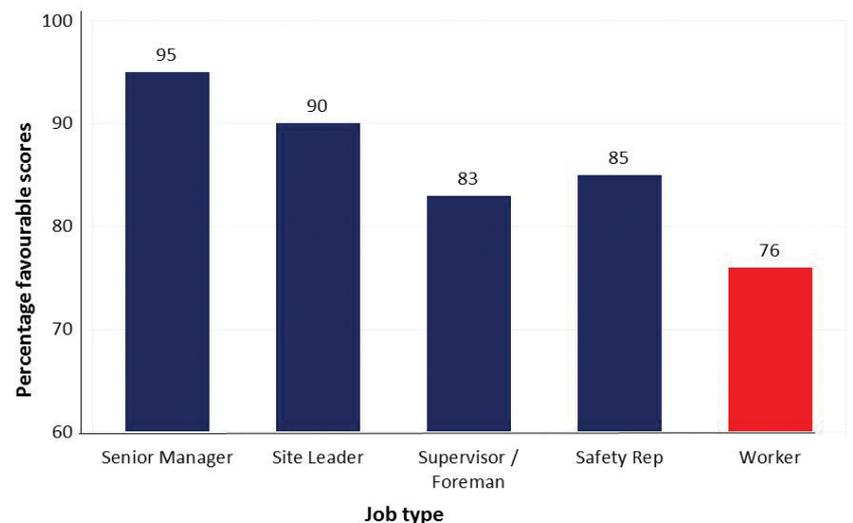
### Did you receive any feedback on the results?

We hope the answer is a yes. However, we suspect for some of you it will be a no. Or 'I can't remember', which is pretty much the same as a no.

The need for feedback on views offered, ideas shared and attitudes given seems like such an obvious thing. It is pretty much common knowledge that feedback is critical for people to work together effectively. It has been known for a long time that free-flowing, two-way feedback is fundamental for a good safety culture at any worksite. So, here is another question for you:

### Do you receive feedback on any issues or concerns you raise in general?

Again, we hope the answer is a yes. But in this instance, we don't have to hope – the Workforce Engagement Survey includes a question like this. Here are the results of over 10,000 responses to the question 'I receive feedback on the H&S issues and concerns I raise':



### What do you think about these results?

These results indicate that one in four workers don't get the feedback they need when they raise health and safety issues. This isn't good enough – everyone in the oil and gas industry needs to be able to play his or her part in creating a positive safety culture.

### So, how can we make feedback easier?

Be honest. Be clear. Share your point of view whenever you can. Make it personal. Be inquisitive about the thing the feedback relates to.

If you're a manager or leader, respect the fact that people have gone the extra mile to say what they think – the minimum they need is feedback about what you've heard or what happened as a result.

The next time you fill in a survey at work, insist on getting some feedback. If you share an idea or voice a concern, remind your workmates or manager that you need to hear what happens with this in order to make work a little bit better.

If anyone would like some help understanding their Workforce Engagement Survey results, please get in contact with the Step Change in Safety team at: [workforce\\_engagement@stepchangeinsafety.net](mailto:workforce_engagement@stepchangeinsafety.net)

## Elected to make a difference: ESR, Dave Thomson

### Standing up and doing a presentation can be one of the most harrowing tasks an ESR can do.

Sweaty palms, dry mouth and instant memory loss as soon as you stand up. Yes, courses can help, but the best way to get confidence is practice. Even the best orators had humble beginnings, but gaining confidence is only part of what you require.

Your message must be relevant to your audience, factual and stimulating. If you can get an audience raising their hands at the end to ask questions, then you have succeeded, to some extent...

Here are five rules to help:

**Relevance** – Engage your audience on their wavelength. If it didn't relate to them at the start, it might be even less so at the end!

**Facts** – Let your audience know where your facts and stats are from by quoting your source so they know they are real.

**Length** – Don't waffle or ramble on, stick to the point and keep it simple or your audience will lose interest.

**Powerpoint** – Everyone remembers a great speech, not a great slide. Try to keep the visual information to a minimum and engage by speaking to

them. The best time is usually in the morning; do it after Sunday lunch and a sticky toffee pudding and all you'll see are nodding heads!

**Innovation** – Try using metaphors and case histories that are relevant. Look for different ways with graphics and insert video media to get your message across.

Good luck and don't forget to breathe!

# WEST is launched

On 11th March, we celebrated the launch of the Workforce Engagement Support Team (WEST).

More than 300 delegates attended the event at the Aberdeen Exhibition and Conference Centre (AECC) to learn about the new initiative and take part in interactive sessions.

The sessions covered helicopter safety, the size and shape study, hydrocarbon releases, competence and the role of safety representatives. Question and answer sessions were included in each of them to encourage discussion and the sharing of good practice.

As well as interactive sessions, there were presentations from Ian Sharp (co-chair of WEST), Jake Molloy (RMT and co-chair of WEST), Susan Mackenzie (HSE) and Peter Hepburn (Maersk Oil). Ronnie McDonald delivered the keynote speech.

Les Linklater, Team Leader of Step Change in Safety, said: "The WEST launch acted as an opportunity for the workforce to come

together and learn about issues that will affect their day-to-day working lives. We have had a lot of positive feedback from the event and I was pleased to see attendees actively participate in the sessions.

"I hope that WEST will continue to act as a mechanism to engage the entire workforce, regardless of company, position or discipline. After all, we must all play our part in ensuring the safety of ourselves and our colleagues."



## Union Opinion

John Taylor



Recently, the topic in the forefront of my constituents' minds is helicopter safety. Understandably they are concerned that their travel to and from their workplace is not as safe and comfortable as it could be. Confidence has been weakened and the industry needs to demonstrate that it is prepared to evolve and improve the safety of its offshore helicopter fleet and its survival equipment so that we can minimise the chances of future accidents and fatalities.

Therefore Unite and our other union colleagues welcome the CAA 1145 report and the recommendations made within it. The report addresses many of the workers' concerns: improved contingencies in the event of a ditching and improved survival equipment and training for workers. The tight deadlines of the implementation of recommendations are necessary to ensure the industry reacts quickly.

The new Cat A breathing system should improve the confidence of workers that, if they are ever unfortunate enough to find themselves in the water, they will be able to deploy this system underwater in a more simple and fast way. The size and shape assessment will continue to develop and we have assurance from CAA that "the aim is that no one loses their job" as a result. This means addressing seat allocation and developing larger escape windows and doors. The priority though has to be keeping the aircraft in the air and most of the CAA report focuses on this aspect of operations.

For us, the unions, our priority now turns to the seating configuration to try and make the flights more comfortable. We know that Eurocopter, or Airbus as they are now known, have developed a new layout for the Super Puma model and we know they have a completely new aircraft on trial. My RMT colleague Jake Molloy and I recently had a test flight in the new EC175 and we'll report on that in the next edition. Safety improvements are being made and will continue to be made and we will continue to push the issues you bring to our attention.

## Human Factors; The Next Steps



The Human Factors Steering Group have launched 'Human Factors; How to take the Next Steps' – an online tool to allow individuals, worksites and companies to self-assess their strengths and weaknesses with human factors. The tool is split into People, Process, Plant and Equipment and Incident

Investigation and consists of a series of yes/no questions to reveal your results. The tool is very easy to access and each question set takes less than 10 minutes to complete, offering instant information on what you can do next. It is free for Step Change members and you can view the tool by visiting

<http://humanfactors.petrolearn.com> or scanning the QR code below



## ESR DEVELOPMENT TRAINING

This training for Elected Safety Representatives aims to demystify the safety case, explain some of the terminology and shift the emphasis towards Major Accident Hazards.

To make a booking email: [ESRtraining@dnvgl.com](mailto:ESRtraining@dnvgl.com) or tel. +44 (0) 1224 335115

[www.dnvgl.com](http://www.dnvgl.com)



# MAJOR ACCIDENT HAZARDS

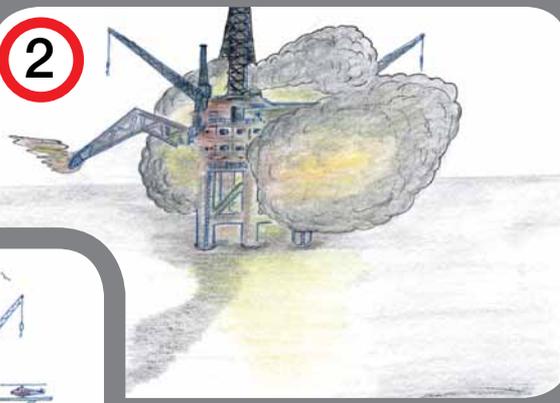
**The Scene** An offshore tea shack with a group of workers having a tea break. Rab, a 'Green Hat' and Tam, a seasoned offshore worker, strike up a conversation about the work they're doing and the hazards and consequences involved.

1



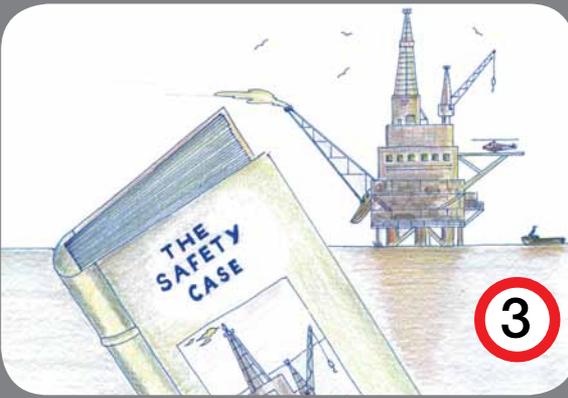
**Rab:** How's it going, Tam? How's the pressure safety valves change out going?  
**Tam:** Some were tight but I'm getting there.  
**Rab:** You want to do that right, eh? Big risk if that goes wrong.  
**Tam:** Aye, that's why we have the targeted risk assessment and tagged the valves. There'd be a major incident if that goes wrong.  
**Rab:** Really? What's that?  
**Tam:** Well, there's a list of the major accident hazards here in the Safety Case.

2



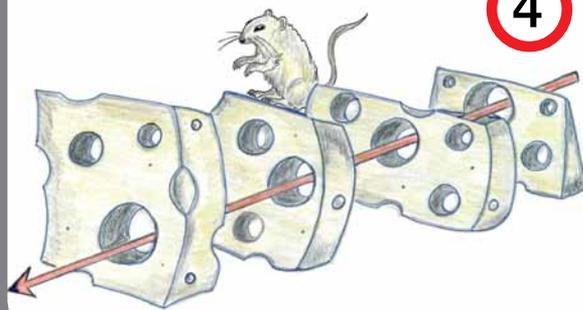
**Rab:** I heard about that during my training. But I'm not sure what a major accident hazard is.  
**Tam:** They're things that could cause death or serious injury of five or more people, or cause major damage to a platform, like a fire, explosion, loss of containment, loss of well control or even a helicopter or ship colliding with us.  
**Rab:** So something like Piper Alpha?  
**Tam:** Aye.  
**Rab:** How do you manage risks like that?

3



**Tam:** Every installation must carry out a study to identify what could go wrong and how to prevent or control it. This is recorded in the installation's Safety Case which is checked by the Health and Safety Executive.  
**Rab:** So that's why we do risk assessments for everything?  
**Tam:** Yeah, they make sure we're reducing the risk to as low as reasonably practicable, or ALARP.

4



**Rab:** So how do we make sure the risks are always ALARP?  
**Tam:** Well, the regulations say we need assurance and verification schemes in place. When the Safety Case is written, a list of safety-critical elements, or SCEs, is developed. The platform relies on them to make sure a small leak doesn't develop into a big explosion.  
**Rab:** How do you make sure they'll work when they're needed?  
**Tam:** We do regular tests to make sure they meet Performance Standards, to check minimum levels of functional performance, availability, reliability and survivability for each of these SCEs.  
**Rab:** What sort of SCEs are on board?  
**Tam:** Well, there's the pressure safety valves we're working on just now, the fire and gas detection and the emergency shutdown system. They all help to prevent or reduce the effects of a major accident.  
**Rab:** Right. So who does the assurance?  
**Tam:** An appointed person onshore makes sure we do the right amount of checks and maintenance and the SCEs are fit for purpose.

5



**Rab:** What happens if an SCE isn't working?  
**Tam:** That's when we have to play our part. We've got to report it, make sure it's recorded and make sure it's fixed.

6



**Rab:** Thanks for explaining that. I had a rough idea about the Safety Case and Major Accident Hazards, but sometimes I feel I should know but don't ask.  
**Tam:** Nobody here knows everything, we all need to help each other get home safe. Now, we'd better get back... that's tea break up!

# Safety Before Profits



With nearly 30 years continuous experience in the oil and gas industry, working on and offshore, Bill Dunnett, Managing Director of Petrofac Offshore Projects & Operations, has seen plenty of changes in the North Sea.

“I was working as a Field Engineer with Mobil North Sea at the time of the Piper Alpha disaster. I flew out to Beryl on our normal crew change flight on the Thursday morning following the incident and we could see the remains of the structure from the helicopter. This had a huge impact on me and, with the subsequent Cullen Report, defined my priorities in a clear and

simple manner: nothing is of value without effective safety and integrity management.

“Until Piper, safety was one of many priorities being managed with continued operations, projects, drilling and production. With Step Change, the HSE and industry aligned, safety and integrity management now takes its rightful place as the principal value.”

He points to one example of this change in his own company:

“One of the first challenges I inherited was an issue with a recently installed module’s deluge system which wasn’t meeting the performance standard.

“Process engineers and vendor consultants remodelled the system and couldn’t identify the cause of underperformance. Our operations teams continued to work under an operational risk assessment (ORA) with temporary hose reels providing back up cover.”

As the ORA approached its time limit, the issue was presented at Petrofac’s monthly Asset Integrity Review Board (AIRB).

“I told the AIRB that if the deluge was not entirely operational by the self-imposed time limit on the ORA, then we would shut down production.

“The time limit was reached without full resolution of the issue and we did shut down production. This

had a pronounced effect across our organisation as it took a further six days to identify the root cause which was a strainer left in the system from commissioning causing an excessive pressure drop, restricting flow. We put integrity and safety ahead of production and maintain that philosophy.

“We plan all our operations and projects in the same simple manner – get HSE and asset integrity right before anything else. This is a learning journey we continue on today and we are determined to keep improving.”

“We also analysed feedback from our safety audits and inspections. We decided we could do more training with our teams on safety leadership and safety representative engagement.

“There were gaps in the training; so we made a conscious decision to improve the level of training, and to go beyond the statutory minimums. We introduced safety leadership training, to ensure that everyone in the front line has the toolkit – the skills and confidence to be able to respond appropriately to the variety of challenges offshore.”

“We value the input and knowledge of our Elected Safety Representatives and we organise appropriate training for them. They routinely take part in incident investigations, and have joined the Step Change Leadership Team.”

Petrofac’s Asset Integrity Review framework is now supported by custom-built software to review integrity performance on all of its global assets. This provides a clear picture of the status of the key process control barriers and all leading indicators of every asset to track performance.

“We have a fixed schedule of audits for all our assets that covers twelve key elements with a defined scoring matrix.

“The difference now is that we can look at that data in a format which allows us to identify emerging trends, such as a cluster of smaller issues that may indicate a more fundamental one, before it manifests itself.”

“Safety and integrity management is an ongoing challenge for us all as an industry to ensure effective late life operation in the North Sea. It is humbling to see the efforts our workforce and customers put into managing and eliminating risk. Transparent reporting and investigation of near misses is an area we need to maintain focus on to give us vital lessons to improve our controls and training, and help us constantly refocus on safety and integrity management. We are proud to support Step Change in Safety and happy to share learnings from our workforce engagement.”

## Playing my part: Bob Egan

On 30th April the UK Oil and Gas Safety Awards for 2014 celebrated the achievements of people who go the extra mile to make the industry safer. Bob Egan was given the award of Safety Representative of the Year.

Bob has worked as a Trade Foreman / Shutdown Co-ordinator for Petrofac on Maersk’s GP3 for the past three years and for five years before that on the Gryphon for Maersk. He has been a safety rep for a total of five years. Bob recalls his first ever job offshore back in July 1992, “It was the anniversary of Piper Alpha and some of the relatives of the deceased had come out in a boat and placed wreaths in the water. This is a moment in my life that I will always remember”.

Bob has done a lot to raise the profile of the safety rep through his participation in many events including the Piper25 Workforce Involvement event in June 2013 and the Safety Representative of the Year Award at the Maersk Oil Incident-Free Awards.

When Bob’s not working offshore he lives in

Dundee and is kept busy with his two sons, Lennan (15) and Ryley (11).

**How do you feel about winning the Safety Rep of the Year award?** I am honoured and feel that I want to double my efforts and raise even more concerns of the workforce and guys I work with in the industry.

**Would you say you are passionate about safety?** People have said that I am. Safety interests me and I would like to think that by putting in the effort I can make improvements and make a difference.

**What do you do in your spare time?** Snowboarding is probably my main hobby and I’ve been on many snowboarding holidays over the past 20 years visiting the Alps and Canada. I enjoy music festivals and also visiting European cities for the culture and recreation.

**What would you be doing if you weren’t a safety rep?** If I could be anything it would probably be an ice road trucker, something that would involve being in the snow as that is when I am happiest.



# Did you know >> TEA duko

## Snack Facts

- A can of Coke and a Mars Bar contain 380 kcal (calories) or 20 teaspoons of sugar
- To burn this off you would have to jog for 30 min or walk fast for an hour
- To lose a pound of body weight, a 45 year old, 14 stone man would have to burn 3500 more calories than he ate.

### Tea Break

|   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|
| 4 |   |   |   | 8 | 1 |   |   |   |
| 6 | 5 |   | 4 |   |   | 3 |   |   |
|   | 1 |   |   |   |   |   |   |   |
| 2 | 8 |   |   |   | 3 |   |   | 7 |
|   | 9 |   |   | 1 | 2 |   | 3 | 4 |
|   |   |   | 7 | 5 | 4 | 2 | 9 | 8 |
| 8 |   | 3 |   | 7 | 6 |   | 1 | 5 |
| 5 | 2 |   | 9 |   |   |   | 7 | 6 |
| 9 | 6 |   | 1 |   |   |   | 2 |   |

### Lunch Break

|   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|
|   |   |   |   | 5 |   |   |   |   |
| 6 |   | 9 |   |   |   | 8 |   |   |
| 1 | 5 | 4 | 2 |   | 7 |   | 9 |   |
|   | 7 | 8 |   |   | 3 |   |   |   |
|   | 4 |   |   |   | 6 |   | 3 |   |
|   |   |   |   | 9 |   | 2 | 7 |   |
| 2 |   |   |   | 7 |   | 4 | 8 | 3 |
|   |   | 1 |   |   | 8 |   |   |   |
|   | 9 |   | 4 |   | 2 |   |   | 1 |

### Delayed Flight

|   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|
|   |   |   |   |   | 4 |   |   |   |
|   |   | 4 | 2 | 9 |   |   |   |   |
|   |   |   | 8 |   |   | 2 |   | 9 |
|   |   |   |   | 2 |   |   |   |   |
|   | 7 |   |   | 8 | 1 |   |   | 5 |
| 5 |   |   | 7 | 3 |   | 9 |   |   |
| 4 |   |   |   |   | 8 | 1 |   |   |
|   | 6 |   |   | 7 |   |   | 9 | 5 |
| 9 |   |   |   |   | 2 |   | 8 | 7 |

## PHOTO caption competition

Send in your photo captions to editor@teashacknews.com. Best one will be printed in the next issue. Try to keep it clean enough to print!



# The Dangers of H<sub>2</sub>S



Contaminated Cargoes has been produced by a cross industry workgroup to raise awareness in relation to the risk of H<sub>2</sub>S and other gasses associated with the back-loading and transportation of oil-contaminated wet bulk waste (slops) from offshore installations to offshore support vessels.

It features a case study which further highlights the potential fatal consequences of 'getting it wrong' and how everyone involved in the supply chain for slops needs to play their part to ensure a safe outcome every time.

A DVD has been produced to look at the dangers of slops and is available to download now. The Danger Within: H<sub>2</sub>S in Oil

Download the film from the Step Change in Safety website or contact editor@teashacknews.com for a DVD.

## Major Hazard Awareness

by Nikki Morris

I recently got the opportunity to attend Spadeadam; the DNV GL test site on a RAF base in Northumberland. Here we witnessed a number of demonstrations around fire and explosion using gas, diesel and methanol, confined spaces and various pressures. We've all seen videos and read reports about major incidents and some have maybe had close calls that have been a bit scary but haven't resulted in a devastating consequence. However it seems like the impact these incidents have on us is short lived. I don't know why though. Is it because we don't want the constant reminder of what could happen or do we truly believe that it won't happen to us? And what is it that makes some remember and others forget their experience? Spadeadam really brought home to me that something as simple as forgetting to torque up a flange could be catastrophic and even low pressure releases can escalate out of control extremely quickly. Feeling the heat, the pressure and the rumble of the fires and seeing the speed and expanse that can be covered was phenomenal. But should we need that experience in order to make a difference? It's a tool, a mechanism and alone it won't achieve the goal. It's up to us all to consider how to make our experiences count and change our behaviour to suit.



## EVENTS Diary

|                     |  |
|---------------------|--|
| <b>JUNE 24</b>      | Step Change Perspectives event Human Factors and Competence (Aberdeen) |
| <b>AUGUST 20</b>    | Step Change Perspectives event Asset Integrity (Aberdeen)              |
| <b>SEPTEMBER 17</b> | Step Change Perspectives event (Norwich) <i>provisional</i>            |
| <b>NOVEMBER 26</b>  | Workforce Engagement Support Team (WEST) event (Aberdeen)              |