

Offshore Major Accident Hazards Advisory Committee – Minutes of Meeting

Oil & Gas UK Offices, Aberdeen and via VC / skype

11:00 – 14:00

Attendees:

Name	Organisation
Andrew Taylor	OPRED
Chris Flint	HSE
Gwilym Stone	MCA
Howard Harte	HSE
Jake Molloy	RMT
Jim House	MCA
Katherine Meffen	OGUK
Katrina Ross	BROA
Margaret Fitzgerald	IMCA
Matt Abraham	OGUK
Pete Lawson	MCA
Stuart Clow	IADC
Trevor Stapleton	OGUK

Apologies: Wendy Kennedy, OPRED; Bryan Monson, HSENI; John Boland, Unite; Steve Rae, SCiS

1. Safety Brief, Introductions and call for AOAB	Chair
AOAB – Peter Lawson – Extreme Weather topics	
2. Review of Actions and MoM	Chair
<ul style="list-style-type: none"> • Action update See separate action list for updates. • Approval of minutes of last meeting Minutes were approved. 	
3. Member Organisation Updates	All
OGUK – Organisational changes planned for 2020. MA will become SC and Export Director, with Trevor Stapleton to become HSE Director from 3 rd February. Energy Transition Team formed.	

IADC – Stuart Clow has replaced Derek Hart.

MCA – reallocation of roles and personnel now completed and committed to reengage with OMAHAC group. Future focal point for effective contribution to be determined.

RMT – no change.

BROA – Katrina Ross now back in role. Current focus on decarbonisation effort. Involved in IMO and asset classification implications.

IMCA – no change.

HSE – recruitment has impacted offshore inspection plan delivery. Additional activity arising from hydrogen economy, carbon capture, utilisation and storage, and building safety programme arising from Grenfell. The latter has potential for new regulator or new division but will likely involve Energy Division input as based on safety case approach.

OGUK request any impact on delivering ED / OPRED activity be raised so that this can be raised with stakeholders.

OPRED – Head of Decommissioning temporarily replaced, and temporary promotions within inspectorate team means the team is below full-strength. More resourcing for atmospheric and action arising from net-zero agenda.

It was noted and agreed that for future meetings, a second location will be available in London as well as VC options.

4. Industry Hydrocarbon Release Prevention Plan

TS

Trevor Stapleton presented the industry's hydrocarbon release prevention plan, highlighting the strategic overview document defining roles and responsibilities, and highlighting that the plan has been agreed with key stakeholders to ensure co-ordinated approach between the different groups involved. A number of key activities were highlighted:

- The November signing of Process Safety Leadership Principles is the first time industry has endorsed a single set of process safety principles, and their potential to be a powerful tool.
- A new OIM forum planned via SCiS, and the special focus on HCR prevention that the Boots on For Safety programme will have in 2020.
- Industry Guideline under development for assurance and self-verification.

- Link to other industries – Process Safety Forum.

MA invited CF to refresh the group on the letter sent to 35 production operators, which shared insights into weaknesses, based on outcomes of MSO inspections and investigations, in response to rising numbers of major releases. Brought into focus that any major incident would affect entire industry's license to operate. HSE noted that they are seeing a lot of activity in the area now. Their view is that the ship has now been turned around and is pointing in the right direction, but there is still progress to make.

MA noted that the OGUK special board presentation to allow sharing of the high potential incidents to share the view across the UKCS, widened the perspective of individual operators, and that the willingness for operators to share experience quickly was demonstrated by a session held following the meeting where the MD of an operator members shared recent incident findings with peers.

TS described the workstreams for OGUK's Major Accident Hazards technical group in 2020:

- Defining the role and responsibilities of Technical Authorities
- Safety Case for the Future
- Flaring and Venting
- Adverse weather – findings from an HSE research study (air gap perspective) postponed due to election purdah, but that a work group is expected on that with wider stakeholder group including helicopter operators, MCA, etc.

Pete Lowson noted that MCA have been approached regarding downmanning, evacuation, removal of personnel in bad weather and that MCA would be participating in the workstream.

5. Offshore Accommodation

HSE

Howard Harte presented an HSE briefing paper on cabin sharing in offshore accommodation. He reminded the group that the HSE had made a pragmatic decision to permit 2+1 for short term to accommodate TAR, major projects etc.

HSE have noted that operators have been coming to HSE via the management of change process asking to make it a permanent arrangement. HSE stance is that it should be exceptional circumstances, based on a concern re: impact on worker performance having an impact on management of MAH.

JM noted that the unions see this as an issue similar to rota change. He reported seeing an increase in disciplinary meetings as a consequence of unacceptable "interactions" between workers as a result of additional pressure of living on top of each other more often and for longer. Level of disharmony in the workforce he had not seen before, following from small issues like when lights are on / off, tidiness, etc. Cabin Sharing Etiquette developed by some operators as mitigation of sharing.

HSE feel that the move goes against continuous improvement, mental health and wellbeing and human factors agendas, and noted they expect that the outputs from the HSE Fatigue research piece will feed into this.

HSE also highlighted their understanding of workforce engagement, stating that having a workforce agreeing financial incentives to compensate for sharing does not address issues. Experience of installations built for 80 increasing to 110.

IADC expressed agreement, and noted that their members rarely have to share cabin space, although it was accepted that the night / day shift split on drilling rigs makes that easier to manage than on production installations.

MA asked what specific action was requested by HSE.

Collaborative approach to address the issue was seen as best, as although the regulator could move unilaterally to prevent permanent changes, the best solution is likely to come from collaboration. Best see what is reasonable, and act accordingly. Could have an impact on human performance.

While HSE have not received formal complaints, Unite reported it being identified in a recent survey of their membership.

JM highlighted that while the RMT is dealing with cases, there is a reluctance among his members to make formal complaints as this could impact on their colleagues.

Question whether senior management are aware of this.

OGUK noted that informal discussion with operators gave a range of responses – some won't do it, some would do it on a temporary basis, and some who are struggling to see an issue, having satisfied themselves that they are complying with requirements, conducted workforce engagement etc.

OGUK agreed to take the issue to H&S Operators group, to examine related questions, including:

- Does increased sharing lead to disciplinary issues?
- What is the welfare implication?
- Do we recognise the impact of sleep deprivation, as if there are issues when people are sharing, even as apparently trivial as snoring, these have the potential to impact wellbeing and performance.

BROAA confirmed that this is not seen as an issue affecting MODU operators.

MCA agreed that during any maritime phase, when the MLC applies, this model would not be permitted, although flexibility for non-seafarers onboard could be accommodated.

IMCA committed to have the conversation to see whether this impacts their members.

<p>6. Human Factors – Update and Discussion</p>	<p>HSE</p>
<p>Now that capacity is rebuilt in HF team, updated inspection guidance was circulated following consultation with CHEM HD colleagues. Feedback received included:</p> <p style="padding-left: 40px;">Minor editorial changes, requests for more areas to be included, and some that felt it was overly prescriptive and bulky to work with.</p> <p>Follow up meeting at end January planned with BROAA to address feedback, which was supported by IADC who will also be represented at the meeting.</p> <p>BROAA concerns are a clash of perspectives on human factors with shipping / oil industry. Ergonomics coming back to design issues raised fears that actions will fall on owners, and may require involvement of classification societies, architects etc.</p> <p>OGUK noted that feedback from also highlighted concern at level of prescription; and primarily how it will be used for inspections given the level of subjectivity involved.</p> <p>A similar meeting is proposed with OGUK.</p> <p>Action – OGUK / HSE to meet to discuss, then arrange a slot at the H&S Operators TG.</p> <p>HSE –to share most recent working draft with IMCA and with MCA attendees.</p> <p>Likely to be recirculated for comment following revised document, depending on level of changes required to address concerns.</p>	
<p>7. HCR Database Equipment Data Collection</p>	<p>KM</p>
<p>OGUK updated the group on a joint industry project to revitalise the collation of equipment population data to complement the hydrocarbon release database. Expectation is that this proves will go live shortly; a letter from OGUK and HSE will go out to installation operators, along with the publication of a template for reporting data, and a guideline for equipment counting.</p>	
<p>8. Future Work Items</p>	<p>All</p>
<p>9. Committee Governance</p>	<p>Chair</p>
<ul style="list-style-type: none"> • Review of committee performance – members are comfortable with current approach. • Approval of existing ToR and revised Ways of Working – these were approved. 	

- Date of 2020 meetings – 9th of June, dual ABZ / LDN / VMR location, in the afternoon.
- Aims and objectives of next meeting, papers requested

10. Close

All