
QATARGAS 3&4 UPSTREAM SAFETY PERFORMANCE Q4 2008 & 1Q 2009

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SAFETY PERFORMANCE 2008

2008 October - December

Man-hours	LTI	LTIR	TRI	TRIR
478,851	0	0	1	0.25

2008 January - December

Man-hours	LTI	LTIR	TRI	TRIR
2100400	1	0.09	4	0.25

SAFETY PERFORMANCE 2009

Q1 2009 January – March

Man-hours	LTI	LTIR	TRI	TRIR
409,069	1	0.48	1	0.27

1 Lost Time Incident

1 on the Noble Kenneth Delaney – Back injury

6 First Aid Case

4 on the Noble Gene House – Foreign Body in Eye, Fire Hydrant Pressure released, Graze to Head and Floor-man struck by sledge hammer handle.

1 on the Noble Kenneth Delaney – Cut finger

1 in the Doha office – Cut hand

8 Near Miss

5 on the Noble Gene House – Over load Schlumberger Choke Manifold unit, Riser not equalised before opening WUMV, Cascade Manifold box door, Leaking Flare Line connection and Acid leaked onto desk.

2 on the GDI Al Khor – A die retaining plate fell to rig floor and Well pump cable.

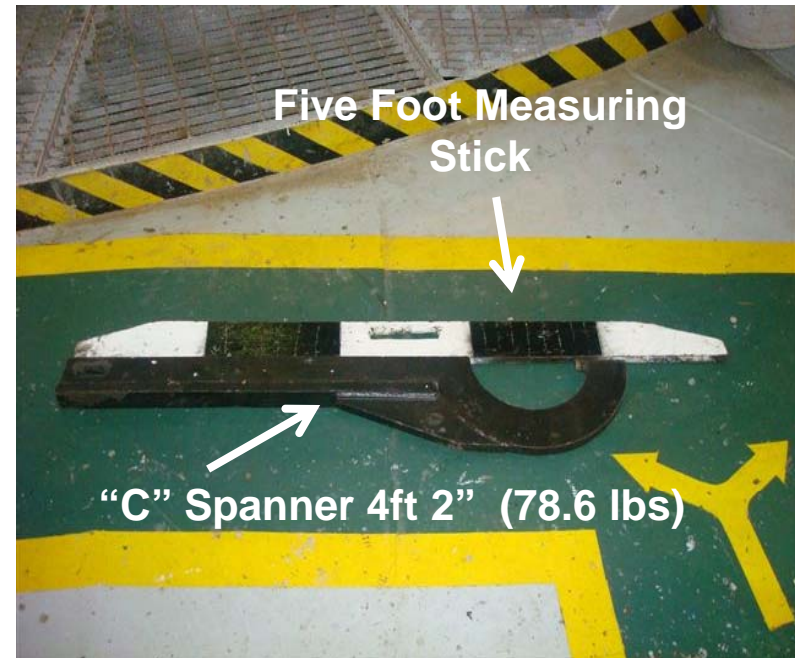
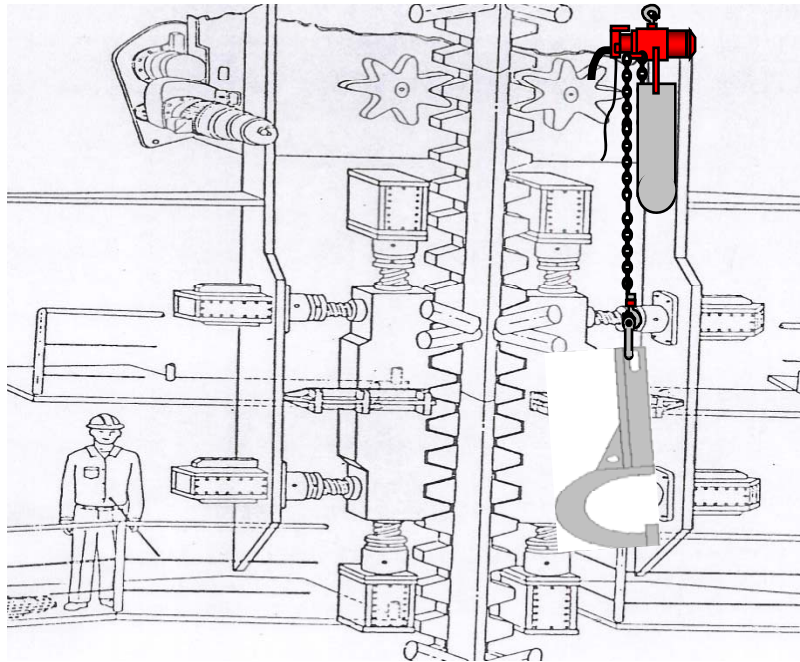
1 on Noble Kenneth Delaney – MODU came in contact with SW corner left of WHP7

1 Motor Vehicle Accident

1 located in Doha City – Minor Shunt

LOST TIME INCIDENT

Binod Shrestha (28) Painter from Nepal suffered a back injury while working in Qatar. He has worked on Noble Rigs Since October 2006. Comes from a family of six sisters and four brothers he is the youngest of the family. His hobby is watching football. (He declined to be photographed)



Lost Time Incident – Noble Kenneth Delaney – 6th February 2009

Binod Shrestha injured his back while moving heavy spanner (78.81Lbs). At end of TBT IP proceeded to the paint locker to collect the tools. While picking up a newly supplied "C" spanner by himself for this operation and transporting to the bow leg, Binod sustained a back injury. Binod did not report injury at the time & TBT was held in English with a little translation given. Decision made to send Binod ashore for further medical evaluation.

NKD LTI OVERVIEW

Immediate Causes

- I1 Heavy Tool (“C” Spanner 78.6 lbs and 4ft 2” in Length)
- I2 One Person Lifting

Underlying Causes

- U1 Lack of Maintenance (Rack Chocks)
- U2 Failure to Conduct Risk Assessment for New Equipment/Tools
- U3 No formal Manual Handling Training (for IP)
- U4 No Formal basic training requirements identified by Noble
- U5 No Pre-Contract Audit Conducted on Petronet prior to Supplying Personnel
- U6 Inadequate Risk Assessment
- U7 Failure to Appoint Buddy System
- U8 Meetings Conducted In English

Root Causes

- R1 Inadequate Risk Assessment Training Provided
- R2 Communications and Language Barrier
- R3 Failure to Implement HSE-MEA-SOP 803 Contractor Management

NKD LTI OVERVIEW

Recommendations

1. Re-design "C" Spanner for Jack Screws with light weight Alloy metal.(Tool was cut down and reduced in weight by 25 lbs and risk assessed prior to re-using Temporary measure only)
2. Manual Handling Training for all personnel(employees/contractors)
3. Jack Screws to be cleaned and properly lubricated and covered once re-installed
4. Implement risk assessment for all new tools/equipment
5. Noble to formally communicate basic training requirements to contractors for personnel assigned to there Rigs
6. Conduct a Audit of Contractors in line with HSE-MEA-SOP 803 Contractor Management
7. Initiate Buddy System when personnel are assigned to tasks outside there normal scope of Work
8. Review and Revise JSA 0300-000371 Rack Chock and Jack Screw- Function Test
9. Review and Revise JSA training material for suitability
10. Rig Induction, Safety meetings and training to be conducted in dual language when required

Opportunity for Improvement Recommendations

1. Review manual handling training materials and frequency of training
2. Include regular contractor employees in Noble basic offshore training matrix
3. Promote the use of company electronic JSA data base for compiling JSA
4. Communicate incident with NKD sister class vessels and compare and standardise rack chock work procedure and associated equipment
5. Conduct a feasibility study into the possibility of changing over to a hydraulic operated system

Thank You

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