

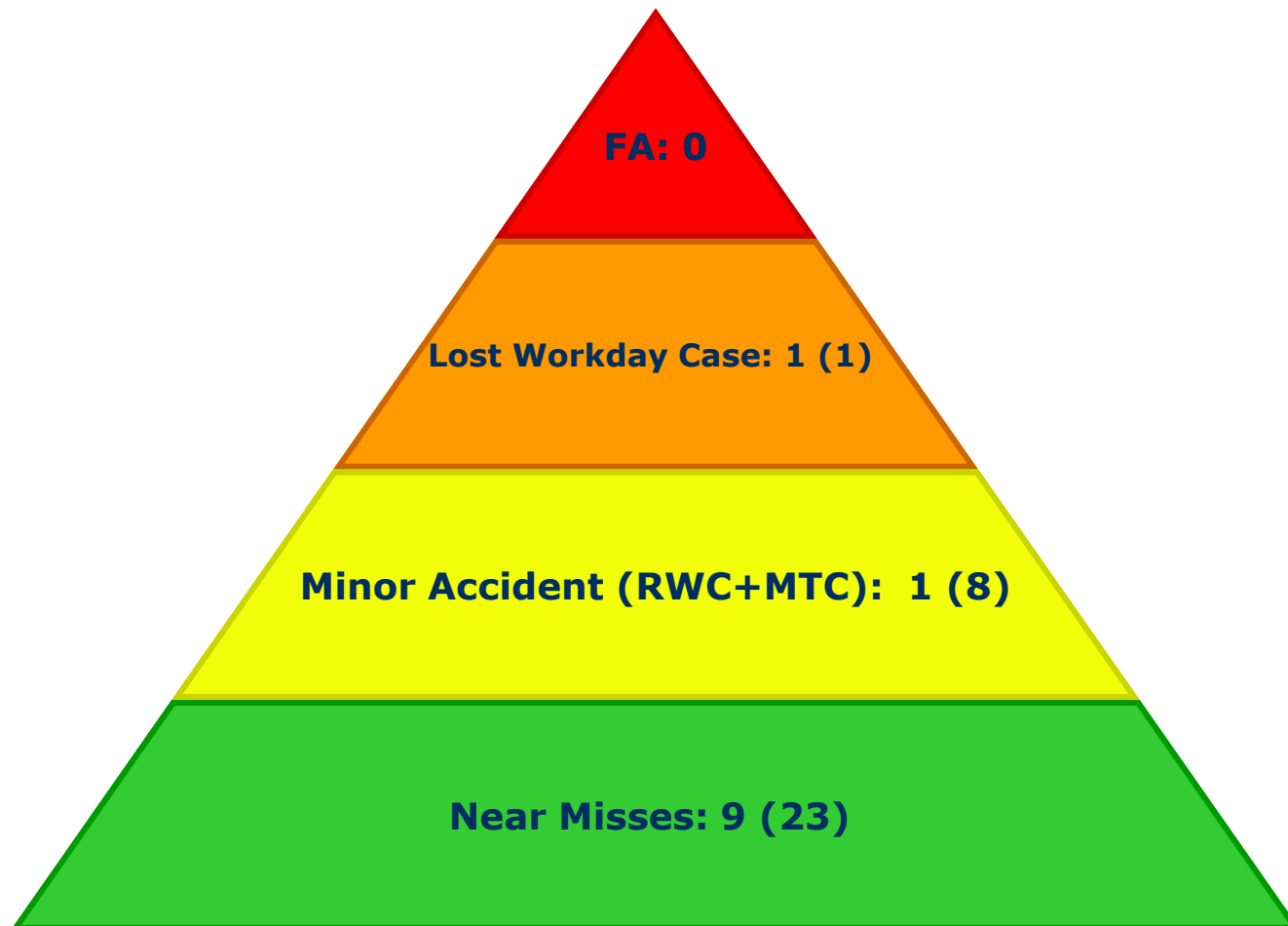


MAERSK OIL QATAR AS DRILLING DEPARTMENT SAFETY STATISTICS Q2 & Q3 2011

Steen Gudmann, Head Drilling Operations

DOIRC Meeting November 2011

2nd and 3rd Quarter 2011 with (year result) Drilling Performance Results





MAERSK

SAFETY ALERT

15-August 2011

Rowan Paris



ROWAN PARIS

Non-Compliant Big Bags Sent to the Rig

What happened:

- Non-compliant (lack of continuous straps) big bags of Baracarb were sent to the Rowan Paris

Why did it happen:

- The Halliburton dispatcher was unaware that the bags were destined for an MOQ operation. The Halliburton warehouseman at Street 24 warehouse received no instructions to re-bag. The shipment was then trucked to the MOQ warehouse where it was not inspected before being shipped to the Rowan Paris. The non-compliance was subsequently identified by the rig crane operator.

What could have happened:

- The straps may have parted from the bag resulting in the contents exiting the big bag resulting in injury to personnel or damage to property.

What will prevent this from happening again:

- A dedicated procedure covering big bag dispatch and inspection is now implemented.
- All future shipments to be compliant with EN/ISO 21898.



Non-compliant straps



Compliant straps



INCIDENT ALERT - UPDATE

Floorman Fell Through Well Slot (03-10-11)



What happened:

- While repositioning a well-slot cover on the mezzanine deck of BA wellhead platform, 1 of the 2 Floormen performing the task fell through the opening, falling 4 meters to the cellar deck below. The IP sustained a dislocated left shoulder and fractures to his elbow and wrist.

Main findings from the TOPSET investigation:

- Scaffolding around hatch covers not perceived as a “barrier”, numerous other scaffolding work ongoing in the vicinity for both Drilling and Production
- No risk perceived in entering inside the “barrier”
- No supervision and no JSA or Toolbox Talk conducted prior to the task in question
- Lack of communication between IP and 2nd Floorman (FM) in handling the hatch cover
- IP unaware there was an opening below the hatch being moved, no markings/warning on cover (IP a relief FM who had not performed the task in question prior to this incident)
- No PTW for the hatch replacement below the main deck (although there was a PTW in place for larger hatch on the main deck)
- No instructions on the need for a safety harness, although the RA for this phase of the operations called for such safety devices to be used for this very purpose
- No specific instructions/PTW on how Construction should erect and identify such barriers

Full TOPSET report with recommendations available in Synergi, Case # 1721



Management Commitment



Corporate and Operating Unit
Managers shall ensure that this
HSSE policy is communicated to
all employees and relevant parties.

A handwritten signature in black ink, appearing to be 'Jakob Thomasen'. The signature is fluid and cursive, written over a light background.

Jakob Thomasen
CEO, Maersk Oil
August 2010

- “I want Maersk Oil to be a safe place for us all to work.....”
- “To be Incident Free within 5 years”