

Best Practice for the Safe Packing and Handling of Cargo to and from Offshore Locations

Issue No. 5

Introduction

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- Member of the cross industry work group set up to review the document.



Guidelines → Best Practice

- Why the name change?
- The new document has taken into consideration learnings experienced between 2008 and 2011
- Also the decision to re-issue it as Best Practice is to dispel the myth that the document is meant to be a just a guideline to the offshore industry.

Cargo Handling Awareness

- Cargo handling incidents are still being identified as the cause of many injuries each year even though industry approved packing and handling guidelines have been put in place for over.....

10
Years

Why It All Started.....

- Ten years ago an incident took place which resulted in a crew man being crushed by a choke valve when it fell out of a container.
- During the investigation it emerged that there was a need for commonality of working practices and standards to eliminate the risk to **all** personnel in the supply chain from cargo handling incidents.

Your Responsibilities

All parties must recognise that they have a legal responsibility to protect all staff working within the supply chain as well as members of the general public, that includes but is not limited to:

- Vendors & Service companies
- Haulage contractors
- Logistics service providers
- Vessel operators
- Aircraft operators
- Offshore operators

Safe Cargo Handling

- There are still several instances where packaged equipment has had to be **rejected** by supply chain companies and which has highlighted:
 - › Packaging standards across the industry still differ
 - › Pre dispatch checks that some companies have in place are still not robust enough
 - › Paperwork /Documentation / Certification packages are incomplete or not sufficient

Oil and Gas UK Best Practise Update

- The new revision of the Oil & Gas UK Best Practice for the Safe Packing and Handling of Cargo to and from Offshore Locations is Issue 5, published in November 2011 includes:
 - › Enhanced section on Dropped Objects
 - › Cargo packing section includes information from previous appendices
 - › New Offshore Waste Control Pack
 - › Slight amendments to Cargo Summary Tickets
 - › New Audit questionnaire also on the disc
 - › Cosmetic updates and paragraph re-numberings

Problem Areas

- Recent incidents have identified 3 main categories the Non Conforming cargo fall into are:
 - > Dropped objects
 - > Snagging Hazards
 - > Unsecured Cargo

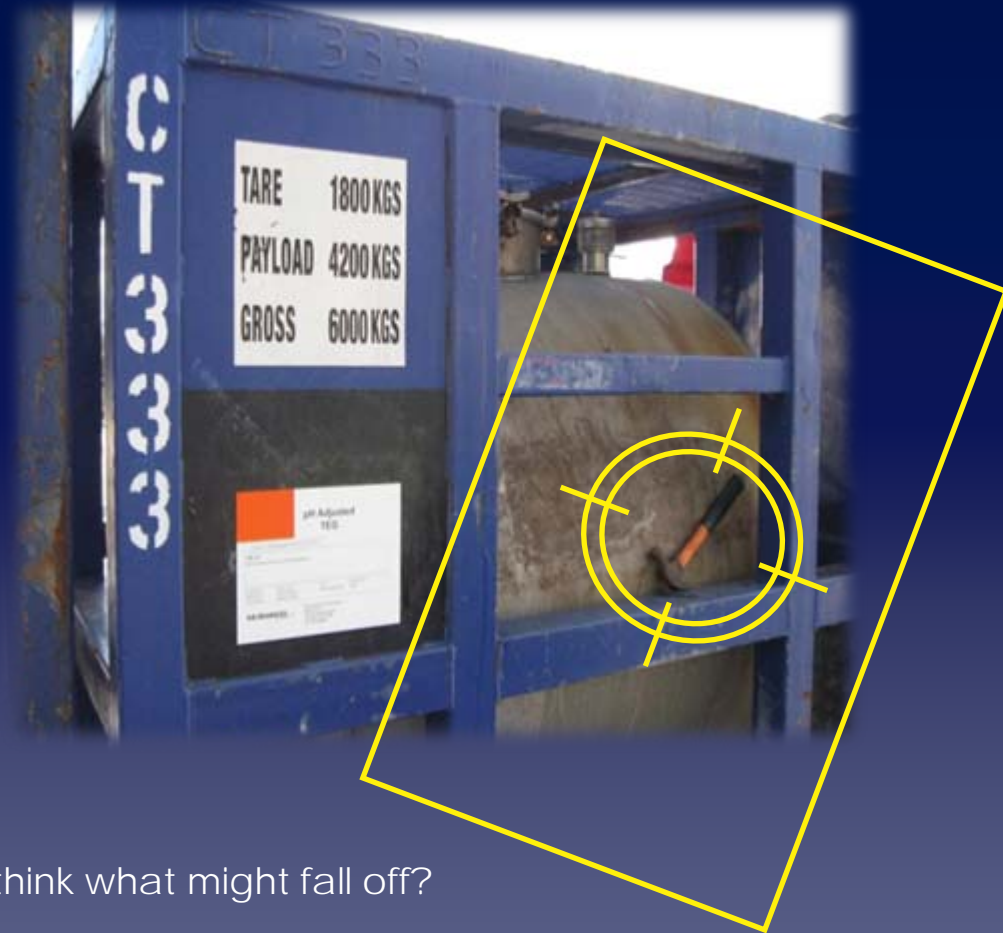
DROPPED OBJECTS



Ever been stuck behind a truck travelling through the city or on the open road.....

POTENTIAL DROPPED OBJECTS

It is important to note that
The majority of cargo has
to be transported through
busy town centres and
villages on its way To or
From offshore with some
of it travelling over 30
miles on the roads to
Peterhead and beyond.

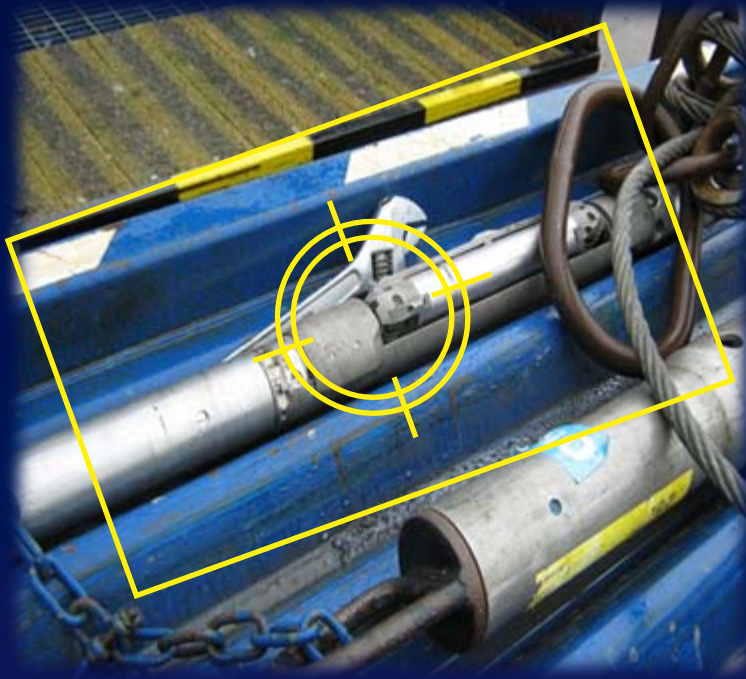


.....did anyone take a moment to think what might fall off?

DOES ANYONE REMEMBER THIS?



POTENTIAL DROPPED OBJECTS



These photos are not staged they have been caught at supply bases

SNAGGING HAZARDS

Containers are still being presented for shipping without covers/safety netting or only partially covered



It is plain to see there are various potential snagging points for the lifting equipment in both units shown in these pictures



UNSECURE CARGO



THINK ABOUT THE JOURNEY!!!



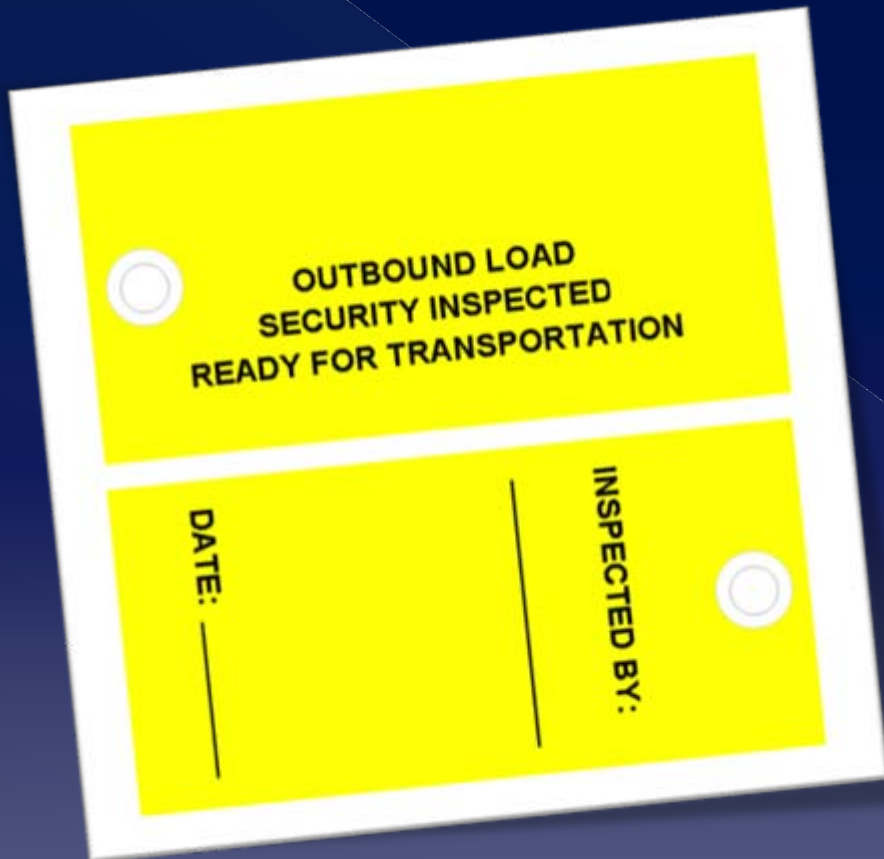
How can you help?

- Ensure that the release of the new document "Oil & Gas UK Best Practice for the Safe Packing and Handling of Cargo to and from Offshore Locations Issue 5, November 2011" is filtered through your company to the people involved in preparing cargo to or from offshore locations
- Ensure that **All** cargo is prepared (as a minimum) in accordance with the accepted industry best practice contained within the document
- Ensure the current version of the Cargo Summary Ticket is completed and sent to the Operator in advance of shipment (in accordance with their own planning deadlines) and also accompanies the materials to the quayside

If you're unsure of
any shipping or
notification
requirements,
ask your Operator
or their Supply Base
Service Provider

How can you help?

- Implement the Step Change tag system



Specification:

Size: 180mm x 90mm

Stock: 105gsm Tyvek

Printed: Colour 2 sides

Drilled: 1 hole and fitted
with plastic eyelet

Yellow Cargo Safety and Security Tags as recommended by STEP Change in Safety may be used in addition to Cargo Summary Tickets as a visual indicator that cargo has been checked and is packed in accordance with the Cargo Summary Ticket.

Training

- Various training providers have developed or run courses for Safe Packing and Handling of Cargo and the Guidelines and Best practice from previous versions of this document have been incorporated in them
- Rollouts to industry have taken place on 12th and 13th Dec at the Thistle Hotels, Altens and Dyce.
- Inductions – use the film clip on the CD rom, hand out the book, show the disc and the documents contained on the disc.

Key Reminders / Information

- All cargo must be prepared as a minimum in accordance with the Oil & Gas UK Best Practice for the Safe Packing and Handling of Cargo to and from Offshore Locations issue 5 (Nov 2011)
- Cargo will not be accepted without a fully completed Oil & Gas UK Cargo Summary Ticket
- This presentation is available from the Oil and Gas UK website :
www.oilandgasuk.co.uk
- Marine Safety Forum website :
www.marinesafetyforum.co.uk



Safety Alert

- A deck crew member noticed an object in the fork lift truck socket of the container as it was being landed on the deck of the offshore platform
- The deck crew member was eye level with the container socket when it was noticed
- It was later confirmed that the object was a 1.9kg concrete object

Critical Issues:

- The container had progressed through five separate reviews prior to landing on the deck of the offshore location without the potential dropped object being observed, these being;
 - Warehouse personnel prior to packing unit
 - Forklift personnel transferring lift to delivery truck
 - Gantry check carried out at quayside
 - Quayside personnel during lift from quay to vessel
 - Vessel personnel during lift from vessel to platform

• Potential Dropped Object

- Admin & controls in need of improvement
- Inspection instructions need improvement
- Continuing training needs improvement

