

Minutes of Meeting

Subject : Drilling Operations Incident Review Committee (DOIRC) Meeting # 21	
Date of Meeting: 26/11/2007	Time: 09:00 hrs
Venue: Al Wajbah Hall, Intercontinental Hotel	
CC: DR and Published in QP Internet website	
Date of Issue: 4/02/2008	
Ref. : 03/2007	Pages: 4 including this page.

Item	Minutes	Action
1	<p>The meeting started with the safety brief and the DOIRC objectives.</p> <p><u>Welcome address by DR:</u></p> <p>QP Drilling Manager and DOIRC chairman (Talib Al-Murri,) in his welcome address reiterated the key driver of the forum, which is HSE performance review. He stated that the focus on incident review is to ensure that lessons learned from incidents are shared within the Drilling community for an improved HSE performance. He encouraged transparency in reporting incidents, information sharing on lessons learned (e.g. cascading DORIC to all field staff) and avoiding the blame culture in incident management.</p> <p>While highlighting current global drilling challenges (especially shortage of manpower in E & P industries), he stated that it was imperative to ensure that employees work safely.</p>	
2	<p><u>Acceptance of Previous Minutes</u></p> <p>Participants accepted the previous minutes of meeting without any changes.</p>	
3	<p><u>Action Points from Previous Meeting</u></p> <p>DOIRC meeting (minutes and presentations) is now published at QP web site. All companies have been informed and a confirmation of successful site access /navigation received.</p>	
4	<p><u>DOIRC Members HSE statistics and highlights</u></p> <p>Members presented their HSE statistics and highlights of achievement in Q4 2007.</p>	

Item	Minutes	Action
5	<p><u>Presentations</u></p> <p>The following are incidents' presentations brief summaries.</p> <p>1- Total EPQ Incident:</p> <p>Incident # 1 (TEPQ, Apr. 20th 2007) – LTI</p> <p>While attempting to free the starboard crane hook, by rocking it from side to side, applying WD 40, the freed hook moved slowly on the right and in attempt to balance the block and lower cylinder, the IP finger was trapped between the trogon and cylinder resulting in partial avulsion of distal pulp on left ring and little finger with bony injuries.</p> <p>Lateral learning: Flag man to be empowered and always have full view of the lifting area.</p> <p>2- Schlumberger Incident</p> <p>Incident # 2 (Schlumberger Well Services, July 7th 2007) – RWC</p> <p>While removing the C - pump from its frame, the operator was pushing with his right hand and placed his left hand on top of the supporting bracket. The pump swung and trapped his left hand between centrifugal pump assembly and pump frame resulting in cuts on index and middle fingers.</p> <p>Lateral Learning: Carry out toolbox meeting, JSA/TRA before starting any activity.</p> <p>3- GDI Incidents</p> <p>Incident # 3a (Gulf - 2, May 22nd 2007) – LTI</p> <p>While working in the SCR room to restore power after a blackout, an Electric Arc Flash occurred resulting in burns to face and hands of chief electrician.</p> <p>Lateral learning: Time pressure should not jeopardize safety. No shortcut to procedures, guidelines and standards.</p> <p>Incident # 3b (GDI - 2, Sep. 27th 2007) – HIPO N / M</p> <p>After cleaning the rig mast, the crane was retracting and snagged the man riding winch cable. The cable fell to the rig floor near a floor man, and no injury sustained.</p> <p>Lateral learning: Avoid critical operations during night/inclement weather conditions.</p> <p>4- Doha Marine services Incidents (presented by Ras Gas)</p> <p>Incident # 4 (MV Jaya Puffin 2, June 19th 2007) - LTI</p> <p>While attempting to pull in the last section of the mooring rope, the vessel surged and both hands of IP were caught between the mooring rope and the cargo rail. He sustained crush injuries to six of his fingers.</p> <p>Lateral Learning: Empowerment of personnel to STOP any unsafe act or job.</p>	

Item	Minutes	Action
	<p>5- ENSCO Incident</p> <p>Incident # 5 (ENSCO 84, Aug. 30th 2007) - HIPO N / M</p> <p>While attempting to remove the rotating head drive bushing from a stand of drill pipe the drive bushing was lowered to the rotating head and the crew was unable to align the drive bushing and latch it on to the rotating head. Attempted to raise the stand and drive bushing to the rig floor. When the drive bushing got to the rotary table level it bumped against the rotary and slid down the drill pipe. The drive bushing slid off the end of the drill pipe, bounced off the top of the rotating head and fell to the top deck of the platform.</p> <p>Lateral Learning: JSA / TRA should be reviewed and re-evaluated after changing job plan (Management of change procedure)</p> <p>6- NOBLE Incident</p> <p>Incident # 6 (Nobel Kenneth Delaney, July 23rd 2007) - FAC</p> <p>IP was holding a tag line and walking between the catwalk and the hydraulic unit, getting into position to remove the sling and the tag line from the conductor pipe, the catwalk slid and trapped the IP's foot between the drill pipe pup joint and the catwalk. He sustained slight abrasion to his right leg above the ankle.</p> <p>Lateral Learning: Safety controls should be reviewed and Supervision improved.</p>	
6	<p><u>Action Items</u></p> <p>The following were agreed upon.</p> <ul style="list-style-type: none"> - All member companies should send their presentations two week before the DOIRC meeting. - All member companies to share safety flashes after incident's occurrence rather than waiting on DOIRC meeting. 	<p>All companies</p> <p>All companies</p>
7	<p><u>Any Other Business (A.O.B)</u></p> <p>1- Unification of lifting colour code system.</p> <p>It was agreed that the subject will be discussed in the next meeting of the Drilling Managers of all Oil and Gas Operators in Qatar.</p> <p>2- Safety statistics calculations:</p> <p>It has been observed that companies differ in the calculation of safety indices (e.g. LITF and TRCF) using either 200,000 man-hours or 1,000,000 man hours. However, for the purpose of the DOIRC meeting and benchmarking, it was agreed that all member companies should use 1,000,000 man hours for incident frequency rates calculation.</p>	

Item	Minutes	Action
	<p>3- Empowerment Banks man:</p> <p>Analysis of some of the incidents presented at the meeting highlights incompetence and poor intervention of the banks/flag men during lifting operations as the root cause. To address this, It was suggested that the later should be trained and empowered to intervene in unsafe and non-compliant situations. While Crane operators, riggers shall be trained accordingly.</p>	
	<p><u>Wrap up</u></p> <p>At the end of the deliberations, QP Drilling Manager thanked all participants for the useful contributions and hoped that the deliberations will yield better dividend in the overall QP/Contractors HSE performance. He thanked Halliburton for sponsoring the meeting and enjoined all to work safely.</p>	
	<p>Talib Al Murri Manager Drilling</p> <p>Unsigned copy for electronic distribution. Original signed copy is filed with QP.</p> <p><u>Attachments:</u></p> <ul style="list-style-type: none"> I. Attendees List II. Introduction and Objectives III. Statistics IV. Presentations. V. Attendees Photo. 	