



March 2023

**NEWS • UPDATES • EVENTS • WORKGROUPS • PLAY YOUR PART**

## 1. Quarterly Themes

**Q1**

Jan

Feb

Mar



### Prevention of Major Accidents

All available resources can be downloaded from the [Prevention of Major Accidents](#) or accessed via the [Focal Point Resources](#) area.

If you are unable to access the restricted Focal Point Resources area, contact:

[aimie@stepchangeinsafety.net](mailto:aimie@stepchangeinsafety.net)

Featured Resources:

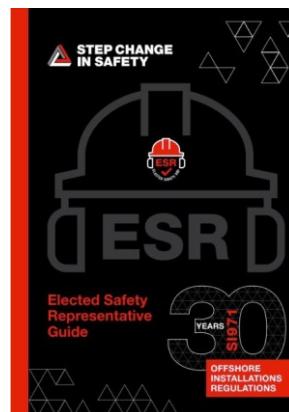


[Emergency Response – MAH Awareness](#)

**THIS IS NOT A DRILL**

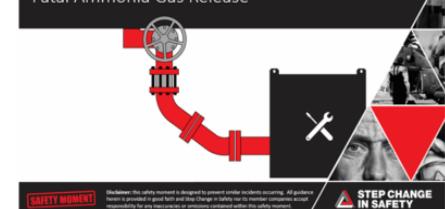
The Importance of Barriers on the Right-Hand Side of the Bowtie

[This is Not a Drill](#)



[ESR Guidance – New Inspection Template](#)

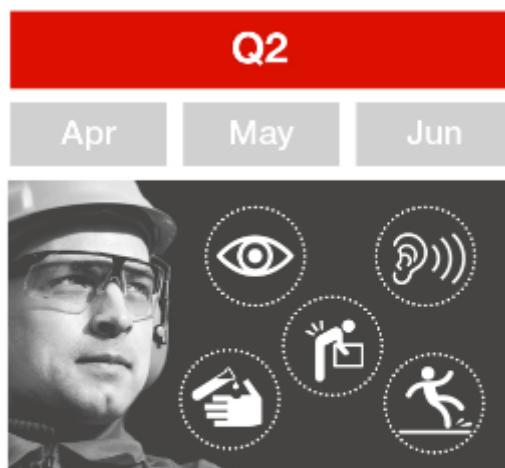
Fatal Ammonia Gas Release



[Animated Safety Moment – Fatal Ammonia Gas Release](#)



## 1. Quarterly Themes (continued)



### Prevention of Personal Injury

All available resources can be downloaded from the [Prevention of Personal Injury](#) or accessed via the [Focal Point Resources](#) area.

If you are unable to access the restricted Focal Point Resources area, contact: [aimie@stepchangeinsafety.net](mailto:aimie@stepchangeinsafety.net)

#### Available Resources:



#### [Prevention of Personal Injury resource pack](#)

This pack contains films of several scenarios where a Dynamic Risk Assessment was carried out and hazards were identified and controlled, preventing potential injury.

#### Resources included in this pack:

- Speaker notes and discussion questions
- Series of short films – Prevention of Personal Injuries
- Introduction: Hazard Awareness and Dynamic Risk Assessment
- Hand injuries
- Eye injuries
- Slips, trips & falls
- Manual handling
- Dropped Objects
- Prevention of Personal Injuries Safety Moment – Mini Briefs (PPT)
- Practical steps to preventing slips, trips and falls (PDF)
- Manual Handling – Risks and Controls (PDF)

#### Resources till to come:

Animated

**SAFETY MOMENT**



## 2. Safety Alerts & Moments

### Container door closed – injuring hand

The task was for an individual to transfer materials between storage containers. The doors to the storage container were already open when...

[Download here](#)

**Description of incident:**

- The task was for an individual to transfer materials between storage containers.
- The doors to the storage container were already open when the IP arrived to unload the material.
- As the IP was closing the container, they grabbed hold of the door frame and at this point the door closed and hit the IP's hand.
- It is reported to the IP that the individual was instructed to hold the door open for the transfer of materials but they were not sure if they were to hold it for seconds, only holding and light swaying.

**Good practice:**

- Wherever working in containers, offshore or onshore, ensure open doors are adequately secured to prevent unauthorised movement.
- A closed container door had not been secured in the open position.
- A 30 second tape / dynamic Risk Assessment could have identified the unsecured door.
- A suitable change in weather condition was enough to break the door seal.

**Line of Fire**

- A person must be:
- moving objects
- pressure releases
- triggered objects
- exposed to other persons and/or equipment
- take action to prevent losses and/or protect/dragged objects

### Cracking in small bore piping due to vibration

Two events occurred at the same facility associated with small bore piping failures resulting in a loss of primary containment. Event 1 – an...

[Download here](#)

**HAZARD**  
Chemical (Explosive)

**Loss of Containment**

**CONSEQUENCES**  
Actual: No harm to persons  
Potential: This could have caused a fatality

**WHAT ARE YOU DOING TO PREVENT CRACKING IN SMALL BORE PIPING DUE TO VIBRATION?**

### Disposable Vape Self-Ignition

Fire pre-alarm was raised on the bridge fire detection panel and accepted by the Duty Officer. Phone call immediately received from crew...

[Download here](#)

**Safety Alert**

**Number:** 23-03      **Published:** 20/02/2023

**Subject:** Disposable Vape Self-Ignition

**Why did it happen? / Cause:**

- Company smoking policy not followed: "The use of cigarettes is prohibited" and these devices should not be taken on board.
- The smoking used to be the crew member in the cabin were not standard Company issued, ensuring compliance with company policy.

**Controlling the risk / Action:**

- Safety Plan issued to further detail describing the incident and to ensure compliance with Company Policy and to ensure crew members are fully aware of the capability / vape devices are prohibited.
- Smoking should be controlled and supervised, and strict PPE checks are based.
- Smoking unpermitted must comply with立式吸烟室 requirements.

**Safety Critical Element (SCE) - Passive Fire Protection acceptance of repair materials and methods**

**Description:**

Passive Fire Protection (PFP) systems are critical to the safety of the vessel. The protection of the vessel against fire is a key element of safety management. PFP systems need to be made to PFP from time to time.

Where original products are no longer available, repair products should be used. Wherever possible, the original PFP product is acceptable and should be used. If the original PFP product is not available, a repair product may be used. In this case, the original manufacturer's repair agreement, or the original repair manufacturer's repair agreement, should be used for the repair.

Only the manufacturer's repair agreement or the original manufacturer's repair manufacturer's repair options are available.

The repair manufacturer should present their repair agreement to the original manufacturer to ensure that the repair is carried out to the correct method of repair.

### Safety Critical Element – Passive Fire Protection acceptance of repair materials and methods

For: duty holders and application contractors with annual shutdown (turnaround) scheduling and management of change meetings for PFP...

[Download here](#)

**7-OF-SAFETY**

**CHARGE MANAGEMENT**

Charging management has been developed to support the safe management of passive fire protection (PFP) systems. It is intended to be used to manage the repair of PFP systems in accordance with the original manufacturer's repair agreement. This document is intended to support the safe management of PFP systems.

**Guidelines for the safe management of passive fire protection (PFP) systems**

These guidelines are intended to support the safe management of passive fire protection (PFP) systems. They are intended to be used to manage the repair of PFP systems in accordance with the original manufacturer's repair agreement. This document is intended to support the safe management of PFP systems.

**Advice on enforcement criteria for damaged passive fire protection meeting in offshore installations.**

These guidelines are intended to support the safe management of passive fire protection (PFP) systems. They are intended to be used to manage the repair of PFP systems in accordance with the original manufacturer's repair agreement. This document is intended to support the safe management of PFP systems.

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**References:**

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via the [Alerts](#)  
and [Moments](#)  
page:

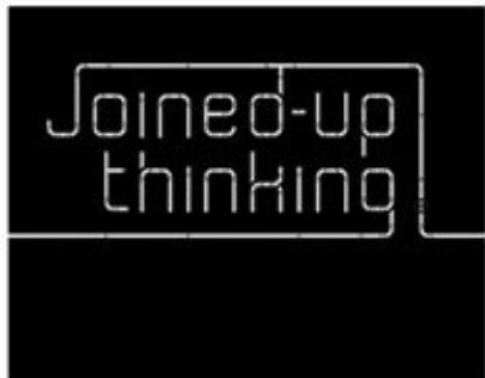
**SUBMIT AN ALERT**

If you have seen an example of good practice or know of a safety incident the industry can learn from we want to hear from you. Your submission will be reviewed and anonymised before being published.

**Get Started**



### 3. Interventions – Joined-Up Thinking Film




**Interventions - Joined-Up Thinking Film Questionnaire**

The Joined-up Thinking team are creating a short film that focuses on interventions 'Be open to challenging and being challenged'.

Intervention is the action of becoming intentionally involved in a situation, in order to improve it or prevent it from getting worse.

Interventions may be made at any time e.g. before starting a job, part of the TBT or a line walk where something is not right and needs to be reassessed i.e. pressure in a line, wrong isolations, change in weather, task or worksite.

We are looking for individuals from different cohorts (MDs/VPs, OIMs/Site Managers, Supervisors, ESRs and Workforce) who would like to participate by way of answering a set of structured questions on camera.

If you would like to get involved, please provide your responses to this short questionnaire.

...

\* Required

1. Name: \*

Enter your answer

2. Name of employing company \*

Enter your answer

3. Job Title \*

Enter your answer

4. Contact e-mail address \*

Enter your answer

5. Select the cohort(s) that best describes your role / function (you may select more than one): \*

- Managing Director / Vice President / Head of Department
- Offshore Installation Manager / Site Manager
- Supervisor
- Elected Safety Representative / Safety Representative
- Workforce

6. Why are interventions important to you, and how do you encourage interventions? \*

Enter your answer

The **Joined-up Thinking** team are creating a short film that focuses on interventions 'Be open to challenging and being challenged'.

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Interventions may be made at any time e.g. before starting a job, part of the TBT or a line walk where something is not right and needs to be reassessed i.e. pressure in a line, wrong isolations, change in weather, task or worksite.

We are looking for individuals from different cohorts:

- MDs / VPs / Heads of departments
- OIMs /Site Managers
- Supervisors
- Elected Safety Reps / Safety Reps
- Workforce

who would like to participate by way of answering a set of structured questions on camera.

If you would like to get involved, please provide your responses to this short **questionnaire**.



## 4. Tea Shack News (TSN)

**TEA SHACK NEWS**  
WORKFORCE ENGAGEMENT SUPPORT TEAM  
APRIL 2023

**REBOOTED** 

**TRIGGERED LIGHTNING**

**There is a lot of weather in the North Sea...**

In fact, the oil and gas fields between the UK and Norway have been described as one of the most hostile working environments on the planet. Winter brings frequent high seas, gales, snow and rain.

But a North Sea winter also brings a very particular, and potentially dangerous, weather condition which wouldn't even exist if there wasn't a helicopter nearby. It's called triggered lightning.

**Bristow's Head of UK Flight Operations, Tim Glasspool, explains:** "To a passenger sitting in the Aberdeen terminal, or on an offshore platform, the weather might look pretty decent. On a cold but cloudy day, perhaps with hardly any wind, calm seas and no fog, things might seem good for an on-time departure. "But in the flight planning room our Met Office weather forecasting system can tell a very different story. Conditions might be calm, but if the forecast shows patches of red on the route, then those areas are an absolute no-go. Unless we can chart a safe course well away from these areas, we don't fly."

The culprits, which appear as red patches on weather displays, are where weather conditions create positively-charged areas in clouds. This charge, which is generated by ice crystals forming and moving within the base of a cloud, is one key component of triggered lightning.

The other is a helicopter itself. Put the two together and you have

the perfect conditions to actually create – trigger – a lightning strike directly on the aircraft.

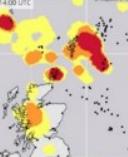
Tim explains: "The most common triggering factor is that helicopters naturally generate a negative charge through static electricity, created by friction of the rotor blades with the air. In normal conditions this will be discharged to the ground on landing, but if a negatively-charged helicopter flies through or close to a positively charged area the two will interact and equalise – creating a lightning strike between them.

"Our aircraft are designed to withstand lightning strikes, but they can seriously damage important instruments and navigation systems. So we will always schedule and route our flights to avoid areas of risk."

Forecasting this unusual phenomenon has improved significantly since its discovery, with the Met Office updating charts every hour, highlighting areas where it is likely to occur.

"Triggered lightning has only been seen in two places – the North Sea and the Sea of Japan," said Tim. "The amount of helicopter traffic in the North Sea means the Met Office has become the global expert in predicting where triggered lightning might occur and we have incredibly accurate systems in place which take into account temperature, the height of the freezing level and precipitation.

"The forecast refreshes hourly, so triggered lightning risk can mean frustrating changes to flights at short-notice but safety is, and always will be, Bristow's first priority for all our flights."





**STEP CHANGE  
IN SAFETY**

Email: [editor@teashack.news](mailto:editor@teashack.news)  
[www.stepchangeinsafety.net/teashack-news](http://www.stepchangeinsafety.net/teashack-news)

#playyourpart





- Edition 2 released 29<sup>th</sup> March 2023
- Released Quarterly
- Electronic format (can be easily printed at site)
- Distributed to Focal Points and registered users of website
- Available for download from [website](#) and [Focal Point Resource area](#)

Please distribute the electronic copy to all safety reps, OIMs, site leaders and networks and consider printing off a few copies for canteens, tea shacks and notice boards.

The new format of TSN invites you to submit your views and ideas. The regular features include:

- Lessons Learned and best practice to support and share throughout the industry
- Rewards and recognition for safety leaders across the energy sector
- Regular quiz, to test your knowledge
- Share your innovations and ideas

Please contact [editor@teashack.news](mailto:editor@teashack.news) with your ideas for articles

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#playyourpart



## 5. Events

All events can be viewed and booked via the [\*\*EVENTS\*\*](#) section of the website

 <b>11</b> <b>April</b> Step Change in Safety - Lifting Forum  09:00–11:30 Annan House	 <b>28</b> <b>April</b> Step Change in Safety - Elected Safety Rep Event - 2023  10:00–15:00 Union Kirk	 <b>28</b> <b>June</b> Step Change in Safety - Competence Forum  09:00–11:30 Annan House
 <b>07</b> <b>September</b> Step Change in Safety - Competence Forum  09:00–11:30 Annan House	 <b>14</b> <b>September</b> Step Change in Safety - Lifting Forum  09:00–11:30 Annan House	 <b>22</b> <b>November</b> Step Change in Safety - Competence Forum  09:00–11:30 Annan House


**STEP CHANGE  
IN SAFETY**




**FACE2FACE  
SAFETY EVENT  
for ESRs**  
**Friday 28th April 2023**

Venue: Union Kirk 333 Union Street  
Aberdeen AB11 6BS  
Time: 10am - 3pm (lunch provided)

After several years of online meetings, we look forward to catching up with Elected Safety Reps in person. [\*\*Click here\*\*](#) to book your **free** place now.



## 6. Offshore Inductions – Best Practice Workshop



Following on from conversations with several of our members companies around the review of their Offshore Inductions, Step Change in Safety is looking to set up an Offshore Induction – Best Practice Workshop to facilitate the sharing of best practice with an aim to identify required essential content and strengthen the offshore induction process.

If you, or a representative for your company would be keen to participate in the workshop(s) please contact [aimie@stepchangeinsafety.com](mailto:aimie@stepchangeinsafety.com) .