



# Inspection Sheet - People



This inspection is on people and work parties  
Please remember that you are there to assist your co-workers and help make the worksite/ activity as safe as it can be.

Below are a series of questions that you can use for discussion

Is the permit on display?

What is the job you are doing?

What are the Hazards associated with this job?

What are the controls to mitigate these hazards?

Are the controls detailed in the permit?

Have the worksite conditions changed since the toolbox talk?

Was the toolbox talk done at the worksite?

Have you been trained to perform this job?

What could you do to improve safety?

Who is your safety rep?

What is your constituency?

Was there any requirement for immediate corrective action? Yes No

Have any actions been given to the appropriate platform resource for completion? Yes No

ESR

Completed Date

On completion of these inspections, please keep the completed form safe as they are your responsibility to gain points credit.



This inspection is an Advanced Module Inspection.

The Advanced Module inspection has a focus on Major Accident Hazards and has aspects of a module inspection and Safety Case Inspection.

Please take all necessary platform specified precautions before entering the area.

Below are a series of questions that you can review for this module, to ascertain its condition.

Does the Module description in the safety case, match the equipment in the module?

Are the Hazard Sources Properly Controlled?

Is the Description of Area Affected, accurate?

Are there any inaccuracies in the safety case text?

Are there any projects planned or ongoing that will affect the module integrity as described in the Safety case?

## Description

M2W is located near the centre of the module deck on the west side. Most of the equipment for chemical and water injection is located in M2W. Hydrocarbon containing equipment includes two gas turbine drives for the water injection pumps. Pipework for the North Alwyn/North Cormorant to Brent system feed line also pass through the area. The firewater ringmain is located along the centreline of the module (travelling north-south).

To the north of M2W is M1W and M1C (M1W contains two Solar Generators (fuel gas) and a diesel oil header tank. M1C contains various utility equipments (e.g. standby plant air compressors, potable water pumps etc.).

To the south of M2W is M3W containing three oil export pumps, fiscal oil metering facilities and various pipework runs and M3C which is the Wellbay.

To the west of M2W is M2E containing a variety of decommissioned equipment and pipework for the generators in M1E (fuel gas), methanol injection to the wellhead and North Alwyn/North Cormorant to Brent system.

Above M2W are the drilling packages no. 2 (sack store) and 3 (bulk store).

Below M2W is CD8 containing a mud spillage tank and two associated recovery pumps, CC2 and CD9, which contains pipework with fuel gas.

The area has on average 7 manhours per day spent in the area.

The area is provided with mechanical ventilation that has a design capacity of 17.4 air changes per hour.



Based on the text below

Are the Hazard Sources Properly Controlled?

Are there any inaccuracies in the safety case text?

Are there any more Hazards not captured in this Text?

## Hazard

Loss of containment from the liquid inventory in M2W (North Alwyn / North Cormorant to Brent System Feed Line), could lead to liquid spray releases, which could accumulate to form pool fires in the module. Pool fires would generate large quantities of smoke.

Loss of containment (and immediate ignition) of the fuel gas for the water injection pumps, could produce a flash fire burning back to a jet fire. Gas accumulations could generate explosions within the module. Given the degree of confinement and congestion, ignition could give rise to a range of possible overpressures inside the module, some of which could be damaging.

An explosion would likely be followed by jet and pool fires.



| Reference | Platform        | Inspection Item | Safety case CA-RS-001 V1 part 4 7 3 Fire and Gas Detection |
|-----------|-----------------|-----------------|--|
| 155       | Cormorant Alpha |                 |  |

This inspection is on documentation

Please return all documentation back to the relevant owner.

Documentation can be found on the Taqa Bookshelf  
<http://myportal.taqaglobal.com/bratani/bookshelf/Pages/Bookshelf.aspx>

Below are a series of questions that you can review for this documentation, to ascertain its usefulness. Please view any equipment or visit appropriate areas to verify document accuracy. This will help get the procedures or information into context.

When was the last time this document was reviewed?

Can the document be easily understood?

Is the information relevant and accurate?

Is there more information that could be contained in this particular document that would make it easier for people to understand?

A Safety Case Amendment Notice can be used to Change A Safety Case.  
 A Performance Standard Amendment Notice can be used to change a performance standard.  
 A Master Data Change can be used to change Work Orders  
 Any other Bookshelf documents can be changed using  
<http://myportal.taqaglobal.com/bratani/bookshelf/Rendition/TAQA-DR-006.doc>

**Was there any requirement for immediate corrective action?** Yes No

**Have any actions been given to the appropriate platform resource for completion?** Yes No

**ESR** **Completed Date**

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What is the job you are doing?

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What are the controls to mitigate these hazards?

Are the controls detailed in the permit?

Have the worksite conditions changed since the toolbox talk?

Was the toolbox talk done at the worksite?

Have you been trained to perform this job?

Who is your safety rep?

What is your constituency?

What was the last safety presentation you received by your platform management?

If you were a safety rep, what would you do to improve safety for everyone on this platform?

**Was there any requirement for immediate corrective action?** Yes No

**Have any actions been given to the appropriate platform resource for completion?** Yes No

**ESR** **Completed Date**

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| Reference    | Platform | Inspection Item | Status     |
|--------------|----------|-----------------|------------|
| V- Nov2015-1 | TEA      | 12626           | Not Issued |

This inspection is on a finding from the Verification Scheme. This means that a critical piece of platform safety equipment is not functioning as it should.

The verification finding can be found through the business actions web interface which can be accessed by your platform management or through the onshore verification engineer.

Please view any equipment or visit appropriate areas to verify document accuracy. This will help get the finding into context.

The following is a list of questions about the verification item.

Has this finding been extended past its original closed date?

Is the finding still relevant?

Is the finding still open?

If yes, why and what can you do as a safety rep to help move this finding to completion?

Are there other items of plant or process which this finding could apply to, which have not been identified on your asset?

Did you receive this item from another safety rep on another asset, if so whom and what asset?

Have you contacted the reps on other assets, through either email or conference call to let them know about this finding and prevent it happening on their asset?

**Detail**  
 Issue / Finding: Two out of the six Pressure indicators are operational. However three Flow Indicators were showing signs of damage / over-range :-FI-5012 (Cracked View glass).indicating 7 FI-5014 Indicating 35. (Not within Performance standard remit)FI-5021 indicating 13 FI-5011 indicating 13FI-5013 Indicating 6.5 FI-5031 Indicating 6 (Note Identification was marked up as FI-5013 with an indelible marker).Recommendation:TAQA BRATANI LIMITED to inform DNVGL when the replacement of the flow indicators view glass (FI-5012) has been carried out and that the over range indications of FI-5011, FI-5012 & FI-5021 has been rectified to represents an accurate indication of the flow rates to remain in compliance with the performance standard.TAQA BRATANI LIMITED to inform DNVGL when the replacement of the flow indicators view glass (FI-5012) has been carried out and that the over range indications of FI-5011, FI-5012 & FI-5021 has been rectified to represents an accurate indication of the flow rates to remain in compliance with the performance standard.

|   |     |    |
|---|-----|----|
| <b>Was there any requirement for immediate corrective action?</b>                       | Yes | No |
| <b>Have any actions been given to the appropriate platform resource for completion?</b> | Yes | No |

**ESR** **Completed Date**

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Are the controls detailed in the permit?

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Was the toolbox talk done at the worksite?

Have you been trained to perform this job?

What could you do to improve safety?

Who is your safety rep?

What is your constituency?

**Was there any requirement for immediate corrective action?** Yes No

**Have any actions been given to the appropriate platform resource for completion?** Yes No

**ESR**

**Completed Date**

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Safety Rep Incident Report

Date

Incident ID

ESR

Platform

Please circle the appropriate line under each section. Please choose only one line per category. Once completed, please send to Allan Smillie onshore or email it to ESR.uk@taqaglobal.com

**Change Management**

**Was Change management in the most part, properly executed?**

**Were problems in change management contributory to the incident?**

**Was a lack of change management a major contributor to the incident?**

**Communication**

**Was a lack of communication or improper communication only a minor part or non contributory to the incident?**

**Was a lack of communication or improper communication a contributory factor in the incident?**

**Was a lack of communication or improper communication a major contributor in the incident?**

**Complacency**

**Was complacency a minor or non-contributory part of the incident?**

**Was complacency a contributory factor to the incident?**

**Was complacency a major contributor in the incident?**

**Competency**

**Were the individuals involved in the incident competent in the most part to do the job?**

**Did the individuals involved in the incident have a lack of competency in some areas, which contributed to the incident?**

**Did the individuals competency significantly adversely affect the incident?**

**Culture**

**Did the company culture have little contribution to the incident?**

**Did the company culture have a contributory effect on the incident?**

**Did the company culture have a significant negative effect on the incident?**

**Control of work**

**Was the work adequately controlled?**

**Did the control of work play a part in the incident?**

**Was there a complete breakdown or complete lack of control of work?**

**Commitment**

**Were the individuals totally committed to completing the work Safely?**

**Were the individuals aware of, but not too concerned about working safely or in the safety of those around them?**

**Were the individuals lacking completely in commitment to their safety or the safety of those around them?**



These Inspections are intended to be completed with the aid of a competent authority, who can add their experience to the inspection.

Please photocopy this sheet and bring it along with either a module or Advanced Module inspection sheet.

**Questions**

This inspection is for a module. It is to be done along with a skilled trade and in the appropriate area. Please take all necessary platform specified precautions before entering the area.

Below are a series of questions that you can review for this module or area, to ascertain its condition.

Do the Speakers work in the Module?

Can you make out what is being communicated?

Are the speakers or Beacons obscured by anything?

Is there a phone nearby which is easily marked?

Does a UHF radio work in the module by transmitting and receiving easily?

Are any sources of Non-ionizing radiation clearly marked as well as safe areas?

Is the equipment in good condition?

Are any connecting cables clearly marked and in Good condition?

|  |     |    |
|--|-----|----|
| Was there any requirement for immediate corrective action?                       | Yes | No |
| Have any actions been given to the appropriate platform resource for completion? | Yes | No |

ESR Completed Date

# ESR Actions

| Activity   | Points Awarded |
|--|----------------|
| Action given to platform resource based on Inspection  | 40             |
| Discuss action with supervisor or above to clear an agreed observation from an inspection  |                |
| Add control to mitigate risk from work force Inspection  | 20             |
| Control added through toolbox talk   |                |
| Advanced Module Inspection   | 50             |
| Complete an advanced module inspection and scan back to the onshore focal point  |                |
| Attend Process Meeting   | 100            |
| Invited and attended onshore process meeting   |                |
| Attend Step Change Conference Meeting  | 100            |
| Show delegate badge to Focal Point   |                |
| Attend VC Conference call  | 10             |
| Offshore Focal Point Record  |                |
| Completion of Level 2 Issow Audit  | 20             |
| Record on ISSOW  |                |
| DCC change approved  | 50             |
| DCC acknowledgement  |                |
| Deliver Offshore Induction   | 20             |
| Approach or be approached by a new member to the asset for formal identification and explanation of safety rep role  |                |
| Discipline Inspection  | 30             |
| Have working knowledge of the specific trade and perform an inspection of a Module, then send it in with any changes or recommendations. Discipline sheet to be photocopied and sent in with module inspection |                |

| Activity   | Points Awarded |
|--|----------------|
| Do presentation at platform safety Meeting   | 70             |
| Print off HSEA email of confirmation   |                |
| Email Correspondance to Resolve Verification Issue   | 30             |
| Email an onshore resource in the resolution of a verification issue  |                |
| Facilities management action   | 50             |
| Contact onshore facilities management with an identified safety issue.   |                |
| Hazard Card Accepted   | 50             |
| A hazard card accepted as correct and action to be taken   |                |
| Hold constituency only meeting   | 50             |
| Hold a meeting which just consists of your contituents which you call or hold.   |                |
| Investigation Involvement  | 100            |
| Recorded Involvement in Impact or incident sheet scan for Major incident   |                |
| Management discussion initiated over safety issue  | 50             |
| Email or call a member of senior management for resolution of safety issue. One award per issue  |                |
| MCDR Completed   | 50             |
| MCDR recorded as completed   |                |
| MDC completed  | 50             |
| MDC recorded as completed  |                |
| MDC, or MCDR approved  | 50             |
| MDC, or MCDR signed by onshore authority   |                |
| Meet Helicopter  | 20             |
| Meet flight and give a safety message as a safety rep. This can be done by a Heli admin as long as they do it as a safety rep and give a full induction. |                |

| Activity   | Points Awarded |
|--|----------------|
| Minor Incedent Review  | 20             |
| A minor Incident sheet is reviewed by a safety rep and signed by the rep. The sheet is emailed to the onshore resource           |                |
| Module Inspection  | 30             |
| Scan of completed inspection sheet   |                |
| Office Area Inspection   | 20             |
| Complete an onshore area inspection  |                |
| OIM Award of Points for over and above expected effort   | 50             |
| OIM Points form signed   |                |
| Plant Inspection   | 20             |
| Complete and inspection on a piece of plant equipment  |                |
| Prevention of additional verification finding where one exists.  | 150            |
| Completed MDC, WO or other proof signed by TA where it is agreed completed action would prevent additional Verification finding. |                |
| Process Inspection   | 20             |
| Scan of signed Inspection Sheet  |                |
| PSAN or SCAN Approved  | 100            |
| DCC acknowledgement  |                |
| Record Email With distribution list  | 20             |
| Have your email included on the platform Safety Rep distribution list  |                |
| Register With Step Change  | 30             |
| Taqa Step Change Focal Point to Verify   |                |
| Scoobie Creation   | 100            |
| Create a Scoobie and have it deployed on the Y drive   |                |

| Activity   | Points Awarded |
|--|----------------|
| Seeps and Weeps register Entry   | 30             |
| have a single entry in the platform seeps and weeps register   |                |
| SI971 Meeting Action   | 20             |
| Action completed on SI971 meeting record   |                |
| SI971 Meeting Attendance   | 20             |
| Appear on SI971 meeting minutes  |                |
| Spend time with HSEx inspector   | 100            |
| Spend a minimum of 1 hour with HSEx auditor on asset. OIM Points form signed to qualify.   |                |
| Start relevant safety discussion on Step Change Safety Rep forum   | 50             |
| Show active participation to focal point   |                |
| TA discussion initiated for the resolution of a maintenance, Integrity o   | 50             |
| Email or call a TA for resolution of safety issue. One award per issue   |                |
| Verification contact to prevent new finding on other asset   | 50             |
| Send an email to the other safety reps or other platform relevant resource to initiate prevention of new finding which has occurred on your platform |                |
| Verification finding closed  | 100            |
| TA acknowledgment or proof of involvement in finding closure   |                |
| Verification Inspection Completed  | 20             |
| scan of Signed Inspection sheet  |                |
| WO completed   | 50             |
| WO opened or closed based on Module inspection finding   |                |
| Work party Inspection  | 20             |
| scan of signed inspection sheet  |                |