



**NOPSEMA**

Australia's offshore  
energy regulator

## A fresh approach to an old problem

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# A picture tells a thousand words



In the line of fire



Causalities



# A picture tells a thousand words



Chain block link



Collapsed crane

# Who are we?

National Offshore Petroleum Safety and Environmental Management Authority

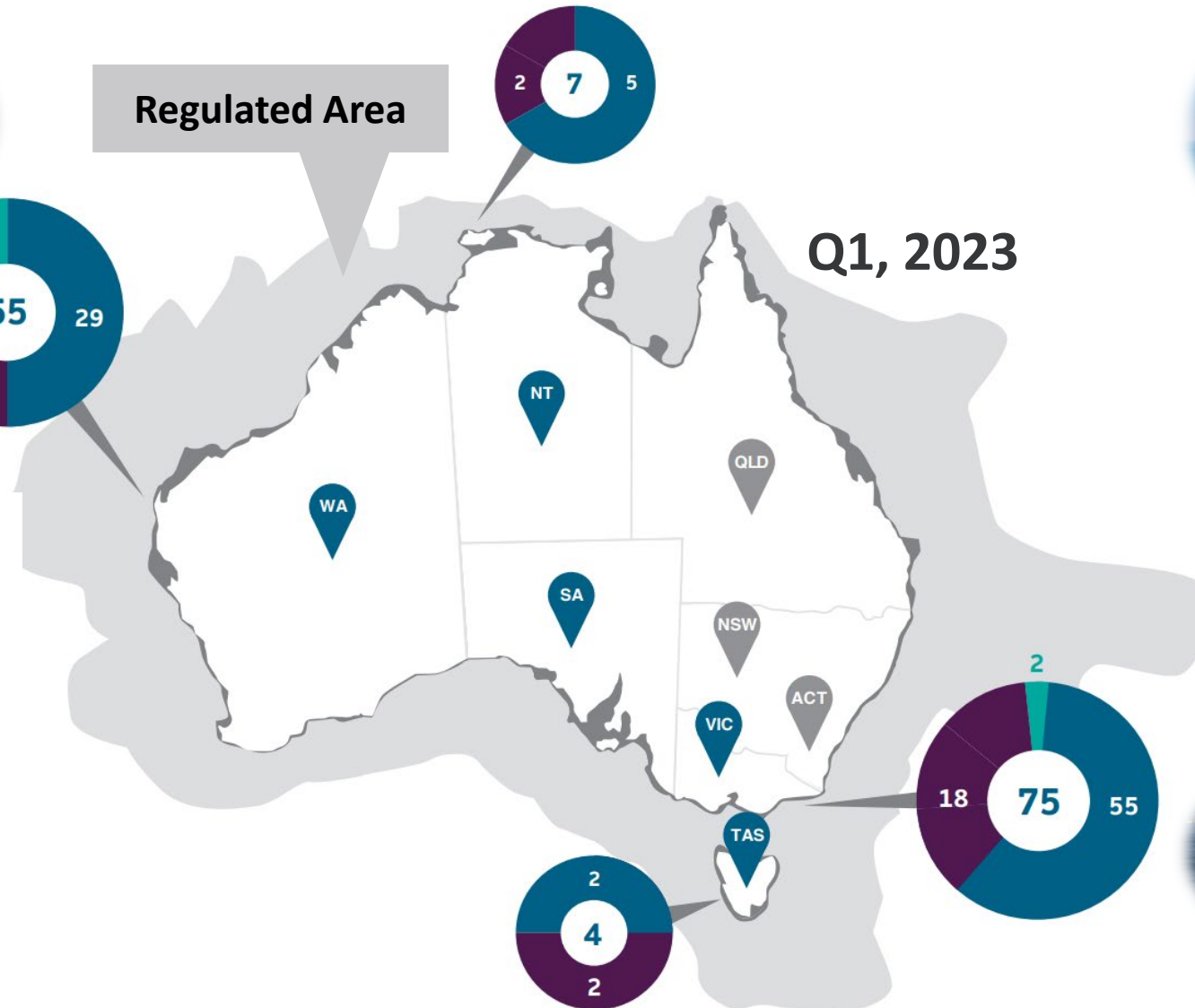


-  Pipeline
-  Fixed facility
-  Subsea infrastructure
-  Seismic activity

 **5**  
Mobile offshore drilling units

 **3**  
Vessels

 **879**  
Wells





# Beyond Compliance Activities

Strategic  
compliance  
focus areas for  
**2023**



**PREVENTING MAJOR  
ACCIDENT EVENTS**



**PREVENTING LOSS OF WELL  
CONTROL**

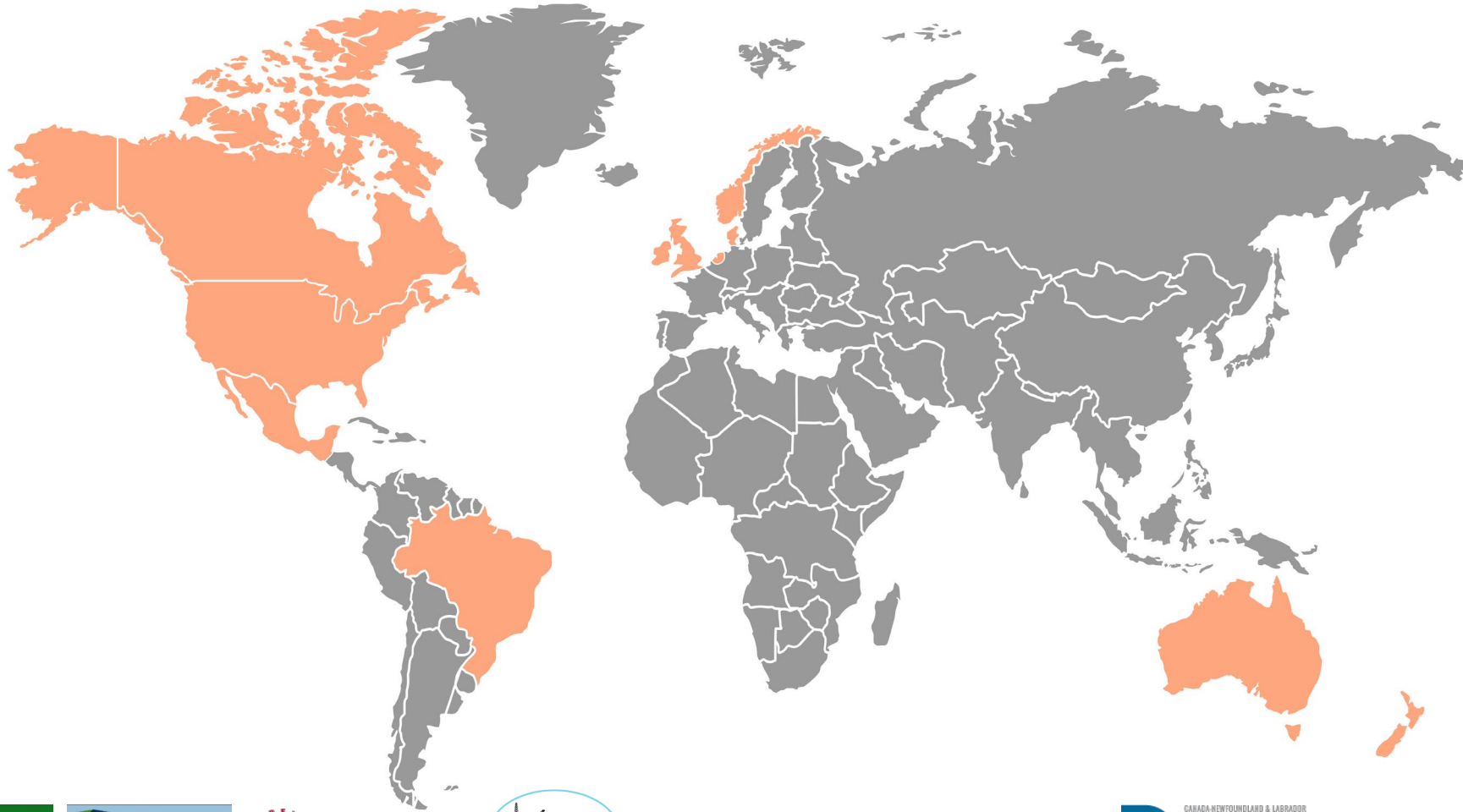


**EFFECTIVE OIL POLLUTION  
EMERGENCY PREPAREDNESS**



**RESPONSIBLE ASSET  
STEWARDSHIP**

# Improved Engagement



Canada Energy Regulator

Régie de l'énergie du Canada

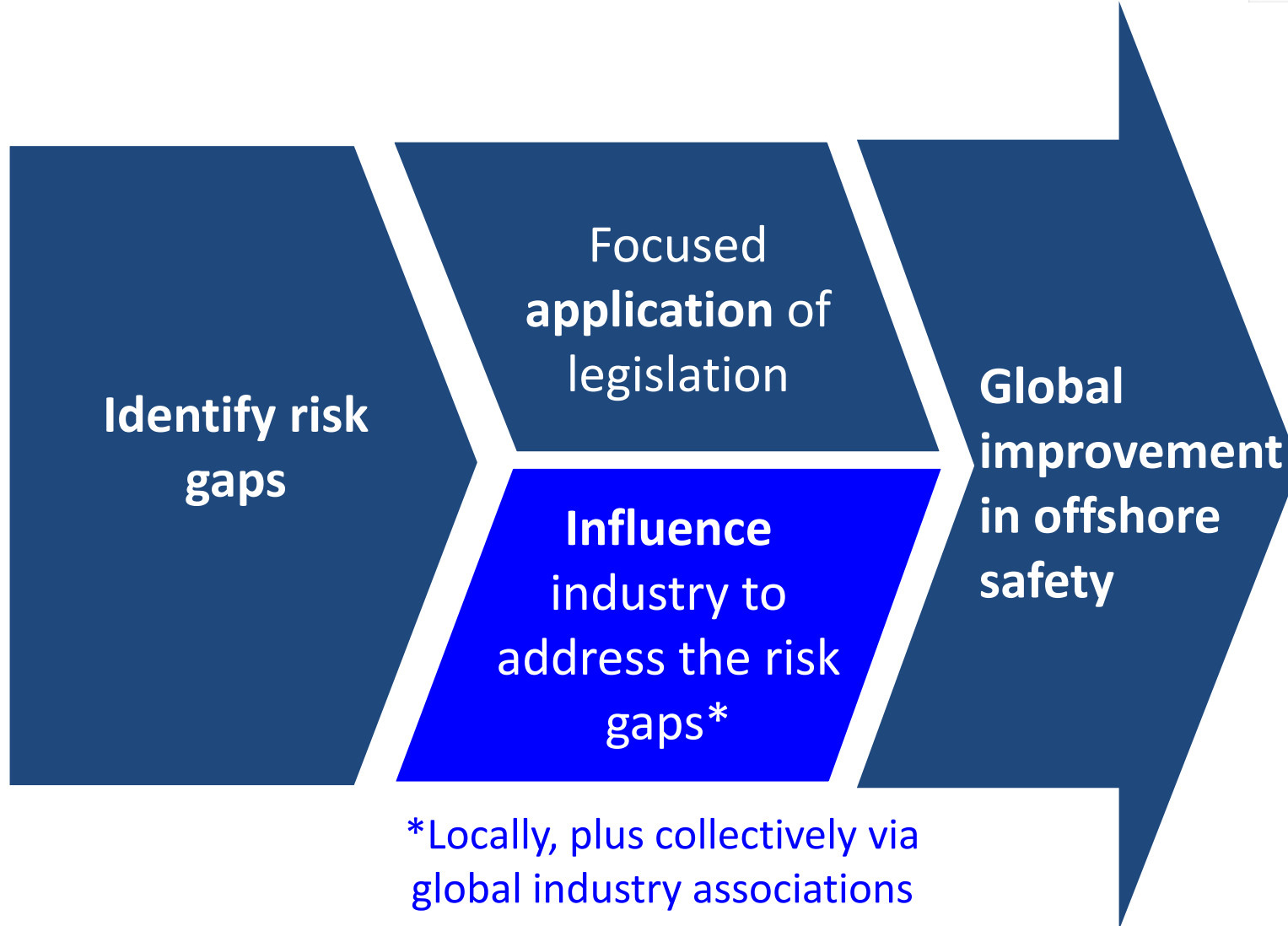


CNSOPB



CANADA-NOVA SCOTIA OFFSHORE PETROLEUM BOARD





## Why IRF?

IRF is ideally positioned to drive safety improvement in the upstream oil & gas industry:

- Privileged access to information
- Global perspective
- Safety focus, often linked to protection of the environment
- Legal powers to enact change
- Influence at many levels

## Engage industry to develop solutions

- IRF invite relevant industry organisations (e.g. IOGP/IADC) to develop solutions to the Problem Statements
- IRF “holds the pen” on the Problem Statement
- Industry “holds the pen” on the solutions, and implements desired changes globally





# Lifting & Crane Safety Focus Areas

Addressing risk gaps in Australia



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# Problem Statement – Crane Safety

**Increased instances of dangerous occurrences involving pedestal cranes suggests that crane safety is not being appropriately managed across the offshore oil and gas industry.**

**As a result, there may be an elevated risk of an incident involving the collapse of an offshore crane and/or a load being dropped, resulting in personnel injury or fatality, a major accident event or a major environmental event.**

<https://www.nopsema.gov.au/sites/default/files/documents/Discussion%20paper%20-%20Crane%20safety%20workshop%20.pdf>

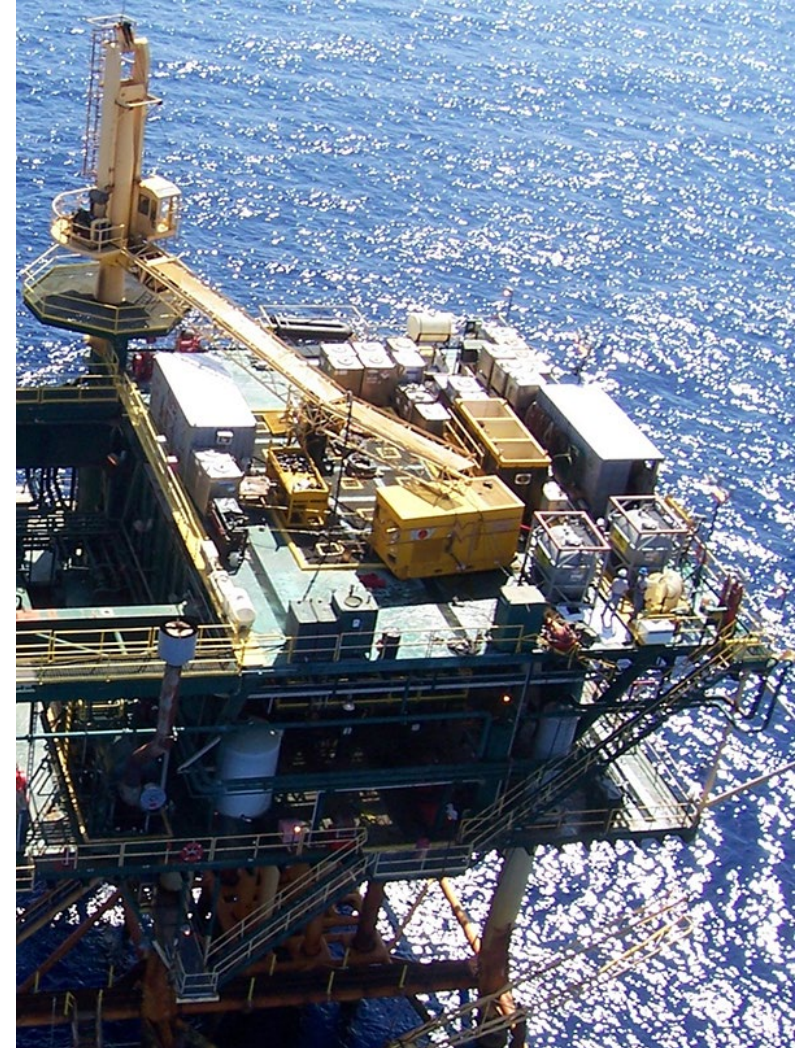




# Risk Gaps & Trends


## Trends categorised within three themes:

- Inspection and management of corrective maintenance
- Competency of personnel
- Failure to apply lessons learned & information sharing



# Engagement with Industry

- Set our expectations for each risk gap
- Invited industry to workshop (operators, service providers, manufacturers/owners) – are our expectations realistic?
- Polls held for people in the room and online – more than 90% of participants strongly agreed:
  - Expectations were realistic
  - Better management of risk relating to lifting/cranes were achievable
- Working groups formed for all 3 identified risk gaps
- Further meetings with working groups held
- Industry took action: Operators/OEMs and Contractors engaged with SaferTogether



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DISCUSSION PAPER

## Improving Offshore Crane Safety

### 1. Purpose

The purpose of this discussion paper is to draw industry attention to opportunities for improvement of the management of offshore crane safety, thereby reducing the risks to personnel and the environment from dropped objects and crane failures.

NOPSEMA notes that the statements and examples provided in this paper are not sweeping statements about all of industry, but examples of where deficiencies have been observed and improvements are clearly required.

This paper shall be distributed prior to the workshop in July 2021.

### 2. Scope

The topic may be applied to all types of cranes installed on offshore facilities; however, it should be acknowledged that much of the inputs observed are in relation to offshore pedestal cranes.

### 3. Introduction

Within Australian Commonwealth waters there are 67 offshore pedestal cranes in operation on 35 permanently installed production facilities. Additionally, there are several other types of cranes and hoists on facilities as well as a fluctuating number of mobile drilling and vessel facilities fitted with large cranes.

Lifting operations carry inherent dangers and rely on safe cranes to ensure the risks are reduced to as low as reasonably practicable (ALARP).

In the period 1 July 2020 to 20 May 2021, NOPSEMA recorded 29 crane-related notifications of dangerous occurrences from duty holders. This was a significant increase in notifications from previous years and many of these incidents were common across duty holders. This number does not include notifications in relation to dropped objects. NOPSEMA deemed that, in the majority of cases, these occurrences were sufficiently serious to be escalated for further investigation.

Based on the observed trends in degraded crane safety, NOPSEMA has issued a safety bulletin in relation to the safe operation of cranes with reduced capacity.

NOPSEMA considers these notifications of dangerous occurrences as lead indicators of risks associated with cranes not being appropriately managed. As such it is clearly an issue that industry needs to acknowledge and address.



# Addressing Risk Gaps – Ongoing Work

24 Months Later:

Working group formed in Safer Together 24 months ago to address:

1. Competency (operators, maintainers, inspectors, including wire-rope inspectors) – guidance nearing publication
2. Compliance with international standards – planned, not yet commenced
3. Sharing of lessons learnt – no formal deliverable yet

**Executive Oversight required to drive change**

# Wrap Up



Working groups formed.



# Handover

Industry 'holds' the pen on the solutions and implementation



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