



HSE NEWS

WORKING TOGETHER FOR A SAFER WORK ENVIRONMENT

The target audience for this newsletter is PDO Staff and contractors community.



Latest HSE Statistics YTD 2nd December 2018

	2017	2018
Lost Time Injury Frequency (LTIF)	0.21	0.14
Workplace fatalities	1	2
Non-work related fatalities	6	7
Non-accidental deaths (NADs)	16	17
Lost Time Injuries (LTIs)	44	29
All injuries (excluding first aid cases)	156	146
Motor Vehicle Incidents (MVs)	92	80
Roll over - MVIs	15	20
Serious MVIs	22	20

Vehicle Class A/B Defects

Class A	71
Class B	2203

Life Saving Rules Violations

Journey Management	31
Speeding/GSM	70
Seatbelts	59
Overriding Safety Device	1
Working at Heights	76
Permit (P+W)	46
Confined Space	24
Lock Out Tag Out	13
Drugs and alcohol	6
Gas testing	24
Smoking	14
Suspended Load	69

HSE Tip

"Report all incidents immediately!"

MR. MUSLEH'S

Learning from Incidents

Welcome to issue No. 17 of Mr. Musleh's News, the communication which provides a 'one stop shop' for you to receive learning's from incidents in PDO and the oil and gas industry.

This month Mr. Musleh will summarise the learning's from incidents of the lost time injuries (LTIs), High Potential (HiPos) that have occurred during quarter two, 2018.

You can browse the incidents in the newsletter which have been designed to be read in an easy to digest format and delve deeper into the learning's if you think the incident or learning is relevant to you.

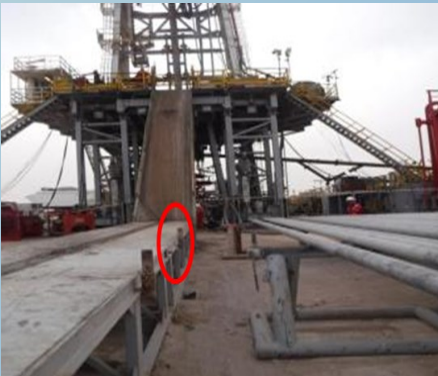
Please disseminate this bulletin to your teams and use it in your tool box talks, HSE meetings and notice boards.

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- LTI#09 Dropped pipe
- LTI#10 Fatality
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Mr. Musleh's Learning's from Incidents



Dropped Pipe

While laying down the drill pipe, the pipe moved toward edge of catwalk, knocking the roustabout to ground and landed on his left leg.

View



Fatality

While unloading OHL concrete poles from the trailer using a tool carrier, the pole swung and hit the right chest area of the worker who was standing between the poles resulting in crush injury.

View



Driver falls

After checking his load security, a driver was getting down from a Low bed Trailer when he lost his balance and fell resulting in a fracture to his left wrist.

View





Mr. Musleh's Learnings from Incidents



Tanker tips

While negotiating a roundabout the driver lost control of the tanker tipping over onto its right side. The helper sustained multiple soft tissues injuries and driver minor abrasions.

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Pulling the Guy

Rig crew members were in process of Rigging up. The Driller and Derrick Man were on the rig carrier, pulling the guy lines for clearing away from the mast prior to raising the mast. Derrick man was holding a guy line near the draw works which was stuck at the Hydro-matic coupling side and at the same time it was pulled rapidly by the Driller. The sudden force resulted in hitting the right hand little finger of the Derrick man on the guard of the Hydro-matic coupling of draw-works. Derrick man was taken to the government clinic where X ray revealed fracture.

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Swinging load

While mast lowering preparation, a roustabout was assigned to guide the winch and install locking pin. Assistant driller was acting as banksman in order to set the winch on its base, while doing so the utility winch imbalanced and swung, which resulted in Roustabout left arm being caught between the winch and dolly beam.

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Mr. Musleh's **Learnings from Incidents**



Kitchen burns

A gas supply hose connected to a kitchen burner became detached. The released gas ignited and the flames reached a Chapatti maker causing 3rd degree burns to 45% of his body.

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Don't loose control

A driver and one passenger travelled from Muscat to Lekhwaier to attend a meeting before continuing onwards with their journey to Yibal. At 13:39 hrs the driver lost control of the vehicle, and it was driven across the road into the oncoming lane and then onto soft terrain (sand) resulting in the rollover. Both employees received minor injuries.

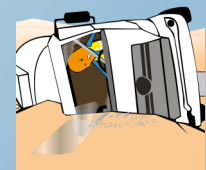
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Mast tips over

During rig move operations, one of the trailers carrying rig floor substructure rolled over on the graded road between the old and new rig sites. Total distance between both rig sites is 4.5 km, during travelling the driver was maneuvering the vehicle to avoid pot holes on the road. After 1.7km from the old location the driver drove on the road left shoulder which was uneven and caused the truck to tip over due to high center of gravity.

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Mr. Musleh's Learnings from Incidents



Tipper tipped over

While the tipper driver was offloading the soil in the work location for road resetting work, due to the uneven surface the tipper fall to the side.

View



OHL strikes

A Back Hoe Loader carrying back filling material was passing underneath an over head 2-inch via Instrument air line inside a live gas plant. While passing the line the rear arm of the loader hit the line as the vehicle recoiled when the operator applied brake. Due to the impact the line detached from its threaded flange which caused trip of two running compressors in the station.

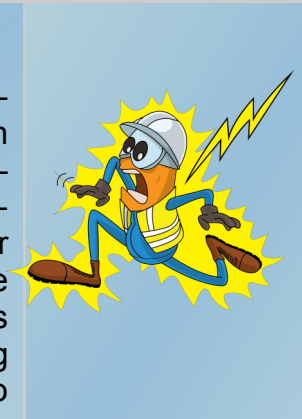
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Shocker

During rig up, the night electrician connected the power cables and turned on the light switches from MCC (motor control center). While walk around the electrician noticed that the light on the water tank was not on. Upon inspection he found that the cable to the water tank was not connected. He then attempted to plug the socket and turned it (Twist Switch) to switch on the power.

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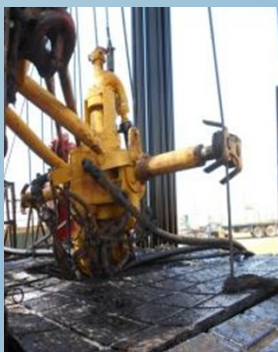
Mr. Musleh's **Learnings from Incidents**



Boom Swings

An excavator had returned to site after re-fueling, while the tipper approached the right side of the excavator at the same time as the excavator operator was rotating his machine. The boom of the excavator impacted with the driver's side windscreen partially crushing the cab "A" pillar, the operator lowered his boom switching off his machine and assisted the tipper driver, who was uninjured.

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Brake fails

During the drilling in the cement operation, the brake lever got released from the chain, which caused the block to free and fall, then it hit the power swivel and rig floor ; resulting in asset damage.

[View](#)



Rollover

Forman Roustabout (Driver) and Roustabout (Passenger) were traveling back from camp to Rig site using Toyota Pickup. Approximately 2.5 km from Rig site, driver approached a S- curve and lost vehicle control which resulted the vehicle to skid out side the road and hit a sand ramp which was in road shoulder and resulted the vehicle to rollover half a turn and rested on its roof.

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Mr. Musleh's **Learnings from Incidents**



OHL strike 2

While the crane operator taking back the slings after offloading the pipe at pipe rack, the slings of the crane contacted with OHL resulted in spark and OHL cut.

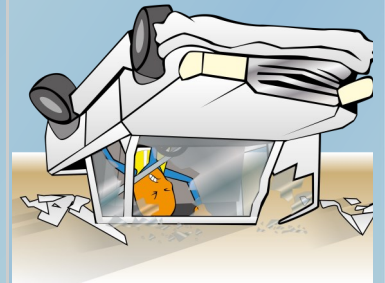


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Rollover 2

A line crew in a Hilux were returning back to camp after finishing the job. On approaching the T junction @ Nimr - Sim Sim on the graded road, control of the vehicle was lost resulting in the vehicle rolling over 90° coming to rest on the driver side. Medic with ambulance was deployed to incident site. On arrival and examination the driver was found with an abrasion on the right hand palm (First aid given) and four passengers with no injuries

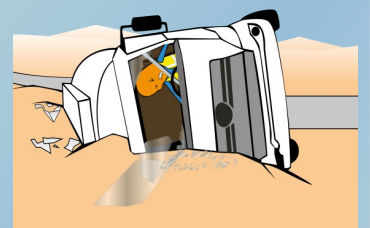


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Tanker tips 2

A water tanker on route to Fahud RO Plant (unloaded) from Awaifiah was negotiating the Natih roundabout when it tipped over on to it's passenger side and skidded approximately 5 meters before coming to a stop. Shortly after the incident the driver was picked up by a passing vehicle which took him to the Fahud Sahara PAC clinic.



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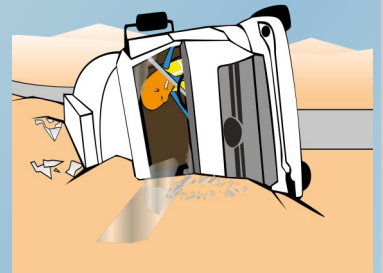


Mr. Musleh's **Learnings from Incidents**



Crane tips over

A subcontractor crane was travelling from MAF Upper Tank Farm (UTF) to Lower Tank Farm (LTF). The operator lost control of the crane while he was negotiating a section of black top road with steep descents and bends causing the crane to hit the road barrier wall & light pole. Finally the crane came to halt with tip over to a trench next to the road barrier.



[View](#)



Rope snaps

While running in hole the 11th joint of 4.5" tubing using the crane auxiliary hook, the Wire rope snapped causing the tubing string to slip into the well and the auxiliary hook to drop approximately half a meter from the wellhead. No one was injured during the incident.



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End of Newsletter

Thank You