

al-Fahal, August 1994

A LNOOR

# Athel's first oil



OPEN FOR BUSINESS: Al Noor's production station is up and running

continued from page 1

**A**l Noor, the third new field that PDO has brought on stream this year, produced first oil on 12 August.

The achievement of the first oil flowing into the brand new production station is the culmination of a two-and-a-half year, \$140 million effort that opens the way for further developments of deep oil reservoirs in the area.

The light Al Noor oil will mix with the heavy oil that is generally produced in South Oman before beginning a two-week journey down the Main Oil Line to Mina Al Fahal.

Al Noor becomes the third in the trio of new fields to come on stream in the last two months, following Burhaan and Mukhaizna.

The production of oil from Al Noor represents a triumph of technology. To bring the field into production required a number of operational and technological innovations. First, the Al Noor wells had to be "stimulated" into pro-

duction with massive hydraulic fracturing of the reservoir rock - the largest such treatments in the Middle East. Other innovative techniques applied include: gamma-ray measurements of rock cuttings to monitor drilling progress through the reservoir; installation of

downhole sensors in wells to continuously monitor production performance; the laying of glass-reinforced-epoxy rather than steel pipes from the wellhead to the production station; and the combined rather than separate metering of both gas and liquid well fluids.

A delighted Deep Oil Asset Manager, Bob Turner, said the application of technology was the key to the success of the project.

"We could not have achieved what we did if it were not for our ability to rapidly implement technology during the development



THE 'A' TEAM: The Athel team who have seen their two-and-a-half years work pay off

al-Fahal, August 2000

SUSTAINABLE DEVELOPMENT

# PDO to as three

PDO is to get tough with drivers who persistently ignore the most basic road safety requirements.

The move, announced by the MD Steve Ollerearnshaw in a circular to all employees, comes in the wake of two more driving related fatalities.

Steve said that the get tough policy was not the start of a witch-hunt, nor was it intended to create a blame culture, rather it was to underline the need for all to keep to the safety rules.

"Keeping to the rules is in everyone's interest - the driver, the passenger and other road users," he said.

Under the newly revised Standing Instructions, a range of disciplinary actions, including dismissal for wilful disregard for driving safety regulations.

The clarified rules provide for instant dismissal for those found to be tampering with safety devices,

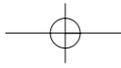
# Man k

A front seat passenger travelling in a double cab pick up was killed and four other injured after the vehicle rolled and the roof caved in.

Aslam Dalvi, a rig boy, working for Draieh Catering Services (sub-contracted to Sea and Land) was travelling to Muscat after a stint as a relief worker on Rig 73 when the accident occurred. Five people were in the pick-up, and were on a same-day, return leg of a journey from Muscat to Rig 73.

The accident, which took place 57km south of Adam on the Muscat-Salalah highway, occurred when both left side tyres burst after impact with an unknown object. The driver lost control of the cab,





MENT

# Crack down on bad drivers as more die on the roads

such as speed limiters, and for those caught driving under the influence of alcohol. Three

other offences - driver or passengers without a seat-belt, excessive speeding and overtaking in dust - will be dealt with final warning letter for a first offence, followed by dismissal for a subsequent offences. Driving without a valid PDO licence, using a GSM while driving and driving a company vehicle without a valid RAS sticker or with significant or obvious deficiencies in roadworthiness, will attract two warning letters before dismissal.

"All of us need to be aware that the disregard of Company safety regulations is a serious matter," said Steve. "Six people have lost their lives and a significant number have been injured in 87 road accidents.

"All of us have a responsibility to do everything we

## Two die in head-on crash

Two men were killed instantly after a collision between a 3-ton truck and a Land Cruiser on the Muscat to Salalah blacktop road.

The truck, from Ahmed Al-Kharousy Establishment, and contracted by Dodsall & Company LLC to supply material to the interior, was hit by the Land Cruiser which was attempting to overtake a long vehicle. The drivers of both vehicles died, despite the fact that both were wearing seatbelts. One passenger in the truck was injured.

The accident brought to six the number of people killed in PDO road-related deaths this year.



can to put an end to these tragic accidents."

Where incidents come to

light of employees allegedly breaching the regulations, the responsible director will

review the case on its merits before disciplinary measures are taken. The circular also

states that the list of illustrative 'offences' is not exhaustive.

## Killed in rollover tragedy



which rolled several times.

Aslam died of head injuries when he was crushed by the cab roof. The front part of the cab was not protected by a rollover cage. The rear part of the cab survived the rollover as it was protect-

ed.

An investigation concluded that the causes of the accident included inexperience on the part of the driver, inadequate journey management and complacency with regard to managing road safety

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## No LTI for NTI!



The National Training Institute (NTI) LLC has celebrated achieving the milestone of 6.5 years without an LTI working under the recently completed contract for the delivery of HSE Training to PDO staff.

In recognition of the achievement, Charlie Malone, the PDO Contract Holder, presented a commemorative shield to Kevin Doyle the HSE Training Manager for NTI.



# Two wheels good - four wheels bad

**Reliance on 4WD questioned as rollovers persist**



**THE GRAVITY OF THE SITUATION:** The photo clearly shows that the 4x4 has a higher centre of gravity and is therefore more prone to rollovers.



**P**DO's reliance on providing 4x4 cars for interior driving is being re-examined in the light of persistent problem of vehicle rollovers.

The popular image of the ubiquitous 4WD is of a car careering over sand dunes and forging through wadis and over difficult terrain. The image is macho, tough and strong.

But there is another side to the 4x4 - and a sobering one -



**SALAH:** Road safety advisor

they are one of the unsafest cars to drive when it comes to rollover fatality rates. They are inherently unstable compared to a standard car and this is due to their high centre of gravity.

"Leading road traffic safety bodies like National Highway Traffic Safety Administration in the USA and others have long recognised this safety issue," says Road Safety Advisor, Salah Al-Farsi. "As a result, they are pushing for stronger warning labels inside the 4WD vehicles alerting the drivers to avoid sharp turns and sudden stops due to high rollover risk."

The experience of PDO unfortunately bears this out. This year PDO and contractors have suffered 27 rollovers out of 76 road traffic accidents. Of these rollovers, around 80% were light vehicles (70% 4WD pickups and 10% others).

"Speed for the condition

has been a contributing factor for 95% of the road traffic accidents," says Salah, "but 4WD vehicles are also constructed with higher ground clearance to allow for off-road use. This results in a higher centre of gravity, making them more prone to tipping over."

This is why the corporate HSE plan says that to reduce rollover tendency, especially where no 4WD vehicles are required, two wheel drive (2WD) vehicles with a lower centre of gravity should introduced.

"The PDO road infrastructure in the interior has continually improved with more blacktop roads being built while graded roads also improved in quality," says Salah. "This has reduced the need for offroad driving considerably."

"Our focus is to reduce our rollover exposure and consequently improve our road safety performance. Our long-term

goal is to eliminate rollovers associated with light vehicles altogether.

"There is no doubt that the lower centre of gravity 2WD pickups can effectively replace part of our more expensive 4WD pickups which are over specified and rarely used to their full potential. This is quite obvious, as most people in the interior have never or hardly ever used their 4WD transfer box in the course of their day to day operational requirements."

A 2WD trial is expected to be concluded at the end of July after which a decision will be

taken on their future in PDO interior operations. Preliminary feedback of the 2WD vehicle trial has been largely encouraging, according to Salah.

"While we wait for the results of the study, we would like to remind people to drive carefully in 4WD vehicles with a high centre of gravity. A rollover can happen to anyone and the main reasons are too much speed for the conditions, lack of concentration, tiredness, entering a dust cloud, wrong reaction (S-pattern and braking) and tyre blowout.

## HOW SAFE ARE CARS IN ROLLOVERS?

*U.S. Department of Transportation research into the USA Rollover Fatality Rates between 1991 and 1994 based on the average annual deaths per million vehicles. Part of their findings is as follows:*

| Vehicle Types     | Deaths/Year/<br>Million Vehicles |
|-------------------|----------------------------------|
| N All Vehicles    | 47                               |
| N 4WD Vehicle     | 98                               |
| N Standard Pickup | 59                               |
| N Small Car       | 47                               |
| N Medium car      | 28                               |
| N Large Car       | 19                               |