

## Minute note - Cross Party Group on Oil and Gas

Held on Wednesday 14 May 2014, 6.00 pm – 7.30 pm

Committee Room 3, the Scottish Parliament, Edinburgh, EH99 1SP

In attendance:

### **MSPs:**

Lewis Macdonald  
Tavish Scott  
Maureen Watt  
Richard Baker  
Alison McInnes  
Christian Allard  
Mark McDonald  
Kevin Stewart  
Dennis Robertson

### **Non MSPs:**

Ola Morten Aanestad, Statoil  
Carole Barbone, Talisman Sinopec  
Alex Hill, Met Office  
Paul deLeeuw, Oil & Gas UK  
Jenny Stanning, Oil & Gas UK  
Neil Michie, Oil & Gas UK  
Les Linklater, Step Change in Safety  
Emily Taylor, Step Change in Safety  
Bob Egan, Petrofac / Maersk  
Paraic Faherty, Apache  
Iain Brotchie, Total E&P  
Bill Cattenach, DECC  
Sylvia Buchan, DECC

Simon Astley, Airbus Helicopters  
Andrew Dettl, Airbus Helicopters  
Anna Austin, Pinsent Masons LLP  
Christopher Wallace, Scottish Parliament  
Darah Zahran, OPITO  
Mark Whittet, Scottish Energy News

### **Observers (University of Dundee)**

Gillian Ablorh-Quarcoo  
Andreas Xenophontos  
Joanna Mckenzie  
John Paul Adoku  
Angela Karikari-Boateng  
Francis Tumwesige  
Martin Farmworth  
Edward Holmes  
Joaquin Figueroa  
Doros Aresti  
Daniel Ukpabe  
Eric-Ceekay Sayee  
Sencee Gebeh  
Victoria Nalule  
Caleb Udeoha  
Edson Ngabo  
Julija (Julia) Vevere

### **Apologies:**

Nanette Milne MSP  
Jamie McGrigor MSP

Brian Nixon, Decom North Sea  
Christine Jones  
Ian Couper, Energy North  
Rona Macdonald, OPITO  
Padraig McCloskey, Shell  
Jenna Williamson, Scottish Government  
James Trolland, Spae Consulting  
Graham Rettie, Lombard  
David Rennie, Scottish Enterprise  
Hannah Bardell, Stork  
Jonathan Milne, Maersk Oil North Sea UK Limited

**Lewis Macdonald MSP** welcomed MSPs and non MSP members and extended a special welcome to students who were observing.

**Paul deLeeuw** opened the session with a brief overview of helicopter safety from an industry perspective, including the number of flights and personnel moved, the ambition to make travelling to work by helicopter as safe as possible and the close cooperation between industry, Government, regulators and the workforce.

**Andrew Dettl** explained the steps Airbus take to make their helicopters safe, including being proactive about safety, enhanced monitoring, increased automation to reduce pilot stress and workload and physical changes to new helicopter models. He also outlined Airbus' welcome to CAP 1145 (CAA Review) and how Airbus was responding and taking forward the recommendations and actions contained within the review. He finished by describing the forthcoming retrofit of the shaft for the EC225 and informed the group that the new EC175 oil and gas helicopter model visiting the North Sea next week and extended an invitation to MSPs to visit

**Les Linklater** explained that there was no one "the workforce view", pointing to the diversity of views about helicopter safety. He updated the group about a recent Step Change in Safety helicopter safety event which attracted over 250 attendees and spoke about the need to shift the focus from safety after a crash, to preventing the accident in the first place. Les explained how recent aviation safety events (Clutha crash, Norwich crash and flight MH370) had caused greater focus on offshore safety and were contributing to increased workforce concern and in some cases exaggerated accounts of offshore incidents that are then spread quickly through the workforce by social and traditional media.

**Bob Egan** explained why this can be a safety risk as it distracts workers away from doing their core job safely.

Les then gave a brief update about the impact of the CAA Review and welcomed the delay to seating restrictions as it would allow industry to carry out safety critical maintenance over the summer period.

**Emily Taylor** showed the Group the new Emergency Breathing System and life jacket, demonstrating the difference between the old and new jackets. Les highlighted that the new jacket will be available almost 18 months ahead of the original CAA requirement, but explained that the Step Change date for making these available had not changed – as the new life jacket is a material safety benefit, they have always been working to make these available as quickly as possible.

**Paraic Faherty** explained that the speed of change necessitated by the CAA Review can be unnerving to the workforce as the shift patterns mean that rapid changes feel even faster for offshore workers.

**Lewis Macdonald** then chaired a question and answer session, which included questions about changes to helicopter windows, how industry communicated with families of offshore workers, how the UK compared to Norway, other methods of travelling to offshore installations, more information about the summer maintenance season, how the CAA recommendations about size and shape have been viewed by the offshore workforce, how pilot training is being improved.

The group agreed the minutes of the AGM (held 5 March 2014)

Lewis Macdonald reminded the group that the next meeting would focus on skills and would be **13 August, 6.00 – 7.30 pm.**

Lewis Macdonald thanked all MSPs and members for attending and the meeting closed at 7.15 pm.

Ends.