



MANAGING THIRD PARTIES

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- **What does this have to do with managing third parties**
- **Root cause of the incident?**
- **Absolutely nothing!**
- **Expectations of the occupants of the car?**
- **Absolutely everything!**



- Who do third parties work for?
- The drilling contractor/operator?
- The Title holder/oil company?



- Who has duty of care?
- Drilling Contractor/Operator?
- Oil Company?
- Third Party Company?
- Everyone!



- How do we ensure equipment supplied by third parties is fit for purpose?
- Two types of equipment
- Mobile – goes in and out, short duration
- Fixed equipment – installed on the rig and becomes semi-permanent 3 months/6 months sometimes years



- Mobile – goes out with certification, goes through third party checklist and is maintained on a job by job basis.
- Fixed equipment – placement of equipment and hook-up into rig safety system is approved and what then?



- How do we maintain all equipment, and particularly fixed equipment as being fit for purpose?
- We need to ensure the maintenance as prescribed by the owner is kept up to date.
- Is it safety critical?



- What is safety critical??
- Generally we look at major systems such as BOP systems, fire and gas systems, casing design etc.



- **New Definition of Safety Critical**
- **Anything that can cause an accident, incident or result in a loss of containment.**
- **PSV on cement unit, gauges**
- **HVAC system mudlogging unit**
- **Gas sensor/monitors**
- **Hoses.**
- **Screw that hold stair tread in place**



- How do we integrate third party maintenance into the rig system?
- How can we ensure maintenance schedules are complete, up to date and the equipment is functioning as designed?
- How do we then ensure the current maintenance status and equipment operability is passed on to the drilling contractor/operator and the oil company?



- Review Safety Management System of each individual rig – how is the system managed? Is third party maintenance management integrated into the rig system – or not?
- How do we ensure that the OIM is aware of the current status of equipment and in a position to make a fully informed decision as to it's continued use?



- **Bottom Line:**
- **Establish communication channels between all parties onshore and offshore.**
- **Each party is responsible for the maintenance of their own equipment.**
- **Prioritise maintenance.**



- Collectively we rely on other people
- The guy in the car had an expectation.
- We have to manage the removal of the expectation – to a system so it is a fact!!

