



## **DANGEROUS GOODS PANEL (DGP) MEETING OF THE WORKING GROUP OF THE WHOLE**

**Beijing, China, 25 October to 3 November 2006**

### **Agenda Item 6: Discussion of miscellaneous dangerous goods issues**

#### **CARRIAGE OF DANGEROUS GOODS OFFSHORE**

(Presented by G. Leach)

##### **SUMMARY**

The purpose of this information paper is to apprise States of the experience of the United Kingdom Civil Aviation Authority gained in the course of auditing ground handling services provided to helicopter operators at offshore installations and vessels, related to the carriage of dangerous goods, general cargo, passengers and their baggage.

### **1. INTRODUCTION**

1.1 The United Kingdom has a mature offshore oil and gas industry. The helicopter is the primary means of transporting workers and their baggage to and from offshore installations. Cargo is also carried, including dangerous goods such as oil samples, explosives, radioactives, paints, life-saving appliances, etc.

### **2. TRAINING**

2.1 The embarkation/disembarkation of passengers, and the loading/unloading of baggage and cargo at offshore installations are conducted by Helideck Assistants under the supervision of a Helideck Landing Officer. Heli-clerks interface with the travelling workforce in terms of ensuring that the pre-flight briefing is delivered, and by checking baggage weights. In light of these responsibilities, it is considered that **all helideck crew and heliclerks** are required to successfully complete dangerous goods training regardless of whether their installation intends to consign dangerous goods cargo by air. In assessing whether such personnel had received appropriate training, consideration was given to whether other training provided to these personnel may meet the requirements of the ICAO Technical Instructions.

However, any other training provided that included an element of dangerous goods awareness was not specific to the air mode of transport and invariably did not include a dedicated test. In the absence of a dedicated test we were not satisfied that the training was followed by a test to verify understanding of the training, as required by the ICAO Technical Instructions.

- Audits found that no dangerous goods training had been provided to helideck and heli-admin staff at a number of offshore installations.
- There is a particular lack of dangerous goods training provided to personnel of floating installations and vessels with helidecks, e.g. drilling rigs and seismic survey vessels entering United Kingdom waters, having previously operated within the territories of other States.

### 3. ACCEPTANCE CHECKS

3.1 It is common at offshore installations and vessels for a single person to be responsible for preparing consignments of dangerous goods for transport by air and conducting the required acceptance check (often the materials controller).

- Audits found that dangerous goods transported by air from a number of installations were not subjected to an acceptance check as required.

3.2 Given what was discovered in the United Kingdom, other States with offshore oil and gas industries (and those where vessels with helidecks operate) may wish to review their inspection and surveillance regimes to ensure that activities offshore are adequately monitored.

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