

Offshore Helicopter Safety Inquiry

CAPP Response, December 2009, to Undertaking to Mr. Earle

Transcript November 16, 2009 page 251 lines 11-18

**Re: HUEBA Meeting Minutes of CAPP Atlantic Canada Safety Committee and
CAPP HUEBA Task Force**

**Attachment 1: Extracts of Minutes of CAPP Atlantic Canada Executive Policy
Group (AC EPG), CAPP Atlantic Canada Committee (ACC), and CAPP Atlantic
Canada Safety Committee (ACSC) regarding HUEBA**



Meeting Summary Notes

Meeting date:

February 29, 2000

Date: March 23, 2000

Committee:

East Coast Safety Sub-Committee

Note taker:

[REDACTED]

Attendees:

Name	Company	Location
Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	Mobil Oil Canada	St. John's
[REDACTED]	Norsk Hydro	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	CAPP	Halifax
[REDACTED]	PanCanadian Petroleum Ltd.	Halifax
[REDACTED]	PanCanadian Petroleum Ltd.	Halifax
[REDACTED]	Rowan Companies	Halifax
[REDACTED]	Sable Offshore Energy Inc.	Halifax
[REDACTED]	Shell Canada Limited	Halifax

5. Helicopter Escape Breathing Apparatus

- Deferred until next meeting.
- [REDACTED] (Mobil) to inform Hibernia of the forthcoming letter from the C-NOPB.

(Sec. Note: This letter was distributed to members of the Safety Sub-Committee on March 14th. It will be discussed at the next meeting on April 4, 2000.)



Meeting Summary Notes

Meeting date: April 4, 2000
Committee: East Coast Safety Sub-Committee
Note taker: [REDACTED]

Attendees:

Name	Company	Location
Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	HMDC	St. John's
[REDACTED]	Husky Oil	St. John's
[REDACTED]	Mobil Oil Canada	St. John's
[REDACTED]	Norsk Hydro	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	CAPP	Halifax
[REDACTED]	PanCanadian Petroleum Ltd.	Halifax
[REDACTED]	Rowan Companies	Halifax
[REDACTED]	Sable Offshore Energy Inc.	Halifax
[REDACTED]	Shell Canada Limited	Halifax

Review of Meeting Summary Notes from February 29, 2000.
The Meeting notes from February 29, 2000 were reviewed and accepted as submitted.

FOR DISCUSSION

1. Helicopter Escape Breathing Apparatus

- Excerpt from C-NOPB letter, dated February 25, 2000:

The results of research and experience indicate that the probability of successfully exiting an overturned helicopter in cold water is low even by passengers who have the benefit of escape training and an approved transportation suit. Several companies in the North Sea have adopted the use of "Escape Breathing Devices" to improve passengers' chances of surviving a crash. While it is recognized that there are risks and issues associated with the use of these devices, it is believed that progress, to date, in this area represents a significant step forward in reducing the risk associated with helicopter travel offshore.

Consequently, the C-NOPB has requested that CAPP's Safety Sub-Committee undertake the issue for discussion.

- [REDACTED] (HMDC) provided an overview of the issue, along with reference material that will be sent to members of the Committee. *(Sec. Note: This information was distributed to the Sub-Committee on May 1, 2000.)*
- Members of the Sub-Committee agreed CAPP should inform the C-NOPB that industry would conduct further research on the issue before formulating its position.
- [REDACTED] (Shell) to make Shell research available to the Sub-Committee. *(Sec. Note: This information was provided to members of the Sub-Committee on April 19, 2000.)*
- [REDACTED] (Petro-Canada) provided three relevant papers on this issue, which have subsequently been circulated to the Sub-Committee:
 - *Training Issues Relating to the Use of Emergency Underwater Breathing Apparatus by Helicopter Passengers*
 - *Advantages and Disadvantages of Using Underwater Breathing Apparatus in Helicopters*
 - *Surviving From Ditched Helicopters*

ORIGINAL



Meeting Summary Notes

Meeting date: June 15, 2000

Committee: East Coast Safety Sub-Committee

Note taker: [REDACTED]

Attendees:

Name	Company	Location
Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	Mobil	St. John's
[REDACTED]	Norsk Hydro	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	CAPP	Halifax
[REDACTED]	PanCanadian Petroleum Ltd.	Halifax
[REDACTED]	Rowan Companies	Halifax



2. Helicopter Breathing Apparatus

- [REDACTED] (CAPP) has begun to investigate this issue further by:
 - Investigating the use of these devices by member companies who have operations in the North Sea,
 - Discussing the issue with the manufacturers of the survival suits currently being used on the East Coast, and
 - Discussing the issue with representatives of local safety training institutions to elicit their feedback.
- An update will be provided at the next Sub-Committee meeting.





Meeting Summary Notes

Meeting date: January 11, 2001
Committee: East Coast Safety Sub-Committee
Note taker: [REDACTED]

Attendees:

Name	Company	Location
Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	Mobil Oil Canada	St. John's
[REDACTED]	Norsk Hydro	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	CAPP	Halifax
[REDACTED]	PanCanadian	Halifax
[REDACTED]	Rowan Companies	Halifax
[REDACTED]	Shell Canada Limited	Halifax

3. Helicopter Underwater Escape Breathing Devices

CAPP has learned that [REDACTED] (Survival Systems) is conducting research on behalf of NRCan to examine current emergency breathing systems for helicopter underwater escape and recommend the most appropriate model(s) for use by crew and passengers in Canadian offshore oil operation. This work will be completed by April 1, 2001. Members of the Safety-Committee agreed to form small working group to discuss this issue in advance of the release of [REDACTED] report.










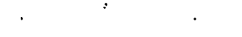
Meeting Summary Notes

Meeting date: May 10, 2001

Committee: East Coast Safety Sub-Committee

Note taker: 

Attendees:

Name	Company	Location
Paul Barnes	CAPP	St. John's
	CAPP	St. John's
	Norsk Hydro	St. John's
	Husky Energy	St. John's
	CAPP	Halifax
	Marathon Canada Ltd.	Halifax
	PanCanadian	Halifax
	Rowan Companies	Halifax
	Shell Canada Limited	Halifax

5. Helicopter Breathing Apparatus

- The C-NOPB has requested an informal meeting to discuss this issue; proposed date is June 5, 2001. (Sec. Note: A teleconference has been scheduled for Thursday, May 31, 2001 with representatives from both offshore Boards and members of the Working Group.)



Meeting Summary Notes

Meeting date: Monday, May 28, 2001

Committee: East Coast Committee Meeting

Note taker: [REDACTED]

Attendees:

Name	Company
[REDACTED]	ACPI
[REDACTED]	CAPP
Paul Barnes	CAPP
[REDACTED]	CAPP
[REDACTED]	Chevron
[REDACTED]	ExxonMobil Canada Limited
[REDACTED]	ExxonMobil Canada Limited
[REDACTED]	Husky Energy
[REDACTED]	Marathon Canada Ltd.
[REDACTED]	Murphy Oil
[REDACTED]	Pan Canadian
[REDACTED]	Petro-Canada
[REDACTED]	Shell Canada Limited
[REDACTED]	SOEI

c) Helicopter Breathing Apparatus

- The C-NOPB has requested an informal meeting to discuss this issue; proposed date is June 5, 2001. *(Sec. Note: A teleconference has been scheduled for Thursday, May 31, 2001 with representatives from both offshore Boards and members of the Working Group.)*

A handwritten mark, possibly a signature or initials, consisting of a stylized 'R' or similar character with a diagonal slash through it, located to the right of the text.



Meeting Summary Notes

Meeting date: June 18, 2001 Date: September 10, 2001
Committee: East Coast Training and Qualifications Committee
Note taker: Paul Barnes

Attendees:

Name	Company	Location
Paul Barnes	CAPP	St. John's
[REDACTED]	HMDC	St. John's
[REDACTED]	C-NOPB	St. John's
[REDACTED]	C-NSOPB	Halifax
[REDACTED]	Survival Systems Ltd.	Dartmouth
[REDACTED]	Noble Drilling.	St. John's
[REDACTED]	OSSC	St. John's
[REDACTED]	OSSC	St. John's

3. Rebreathers (Helicopter Under Water Escape Breathing Apparatus – HUEBA)

- CAPP is preparing a position paper to present to the Boards on this issue. Additional research is also being completed by the U.K. Civil Aviation Authority and OLF in Norway. CAPP and the Boards are awaiting this research before having further dialogue on the use of such devices for the east coast.

- If these devices are adopted for use on the east coast the training institutes thought a separate course would have to be offered to train people on the use of such devices, as there is no room to include this in the BST course. There could also be difficulties in scheduling pool times for training.



Meeting Summary Notes

MEETING DATE June 28, 2001

COMMITTEE East Coast Safety Sub-Committee

NOTE TAKER [REDACTED]

ATTENDEES

Paul Barnes

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

CAPP
CAPP
CAPP
Norsk Hydro Canada
PanCanadian
Petro-Canada
Rowan Companies
Marathon Oil

St. John's
St. John's
Halifax
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3. Helicopter Breathing Apparatus

Action:

- Attach position paper to minutes (See Note: See attachment 2)





CANADIAN ASSOCIATION OF PETROLEUM PRODUCERS

Meeting Summary Notes

600-15-02

MEETING DATE August 30, 2001

COMMITTEE East Coast Safety Sub-Committee

NOTE TAKER [REDACTED]

ATTENDEES

Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	Husky Energy	St. John's
[REDACTED]	Norsk Hydro Canada	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	Canadian Superior Energy	Halifax
[REDACTED]	Kerr-McGee	Halifax
[REDACTED]	PanCanadian	Halifax
[REDACTED]	Rowan Companies	Halifax
[REDACTED]	Shell Canada Limited	Halifax

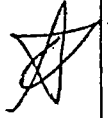
2100, 350 - 7 th Ave. S.W. Calgary, Alberta Canada T2P 3N9 Tel (403) 267-1100 Fax (403) 261-4622	230, 1801 Hollis Street Halifax, Nova Scotia Canada B3J 3N4 Tel (902) 420-9084 Fax (902) 491-2980	905, 235 Water Street St. John's, Newfoundland Canada A1C 1B6 Tel (709) 724-4200 Fax (709) 724-4225
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7. Helicopter Under Water Escape Breathing Apparatus

- The UK Civil Aviation Authority does not currently support the deployment of rebreathers. They are conducting research to enable them to make a judgment. This research is expected to take two years to complete, however they expect to make an interim judgment later this year. They advise companies not yet using rebreathers to wait for six months before making any commitments.
- CAPP received a report entitled "The Basis for the Development of a Fuselage Evacuation Time for a Ditched Helicopter" (Brooks et al, 2001) from the C-NOPB on August 28, 2001, which was distributed to members of the Task Force. In its covering letter the Board reiterated its desire to obtain a CAPP position on this issue as soon as possible.

Action:

- ✓ CAPP to obtain supporting documentation from the UK CAA, UKOOA and HSE.





CANADIAN ASSOCIATION OF PETROLEUM PRODUCERS

Meeting Summary Notes

MEETING DATE October 22, 2001

COMMITTEE East Coast Safety Sub-Committee

NOTE TAKER [REDACTED]

ATTENDEES

Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	ExxonMobil	St. John's
[REDACTED]	Husky Energy	St. John's
[REDACTED]	Norsk Hydro Canada	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	Canadian Superior Energy	Halifax
[REDACTED]	Kerr-McGee	Halifax
[REDACTED]	PanCanadian	Halifax
[REDACTED]	Rowan Companies	Halifax
[REDACTED]	Shell Canada Limited	Halifax
[REDACTED]	Diving Certification Board of Canada	Halifax

The August 30, 2001 Meeting Summary Notes were approved as submitted.

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7. Helicopter Under Water Escape Breathing Apparatus *Kmm***UK CAA**

- The Joint Aviation Authority (JAA) Helicopter Offshore Safety and Survival (HOSS) commissioned a preliminary study of the implementation and use of EBS (see Attachment 1). The UK CAA Safety Regulation Group and HSE are jointly funding the study.
- A meeting of the JAA HOSS group was held on October 10 to discuss the first draft of the study and the way forward. A number of minor changes were agreed to and a final draft is expected by the end of October 2001. It was also agreed to publish the study in the public domain in the form of a CAA paper.
- Also at the October 10th meeting, opinion within the CAA project team regarding the course of action to be taken regarding EBS was divided and as a result, a short internal paper is being drafted for presentation to senior management for a policy decision.

UKOOA

- The UKOOA Aircraft Committee Chairman indicated that by the end of October 2001 about 90% of flights would depart with passengers wearing a re-breather. Those companies, about two-thirds, who do not currently use EBS will probably also go that route pending the outcome of the CAA study.
- The current EBS used is the Airpocket +. The CAA have been unhappy with the deployment method (mouthpiece in mouth before impact) and have been actively involved on the committee within a UKOOA Airpocket workgroup to come up with a solution that allows Airpocket to be used in any emergency landing on water scenario. The changes being proposed, pending the outcome of the CAA study, will provide a new mouthpiece that is simpler to operate and can be put on under water if required.
- This information was also shared with the C-NOPB.

Action:

- ✓ CAPP to contact the UK CAA in early November for another update.

Meeting Summary Notes

MEETING DATE November 22, 2001
COMMITTEE East Coast Safety Sub-Committee
NOTE TAKER [REDACTED]

ATTENDEES

Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	ExxonMobil	St. John's
[REDACTED]	Husky Energy	St. John's
[REDACTED]	Husky Energy	St. John's
[REDACTED]	Norsk Hydro Canada	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	CAPP	Halifax
[REDACTED]	Canadian Superior Energy	Halifax
[REDACTED]	Kerr-McGee	Halifax
[REDACTED]	Marathon Canada Ltd.	Halifax
[REDACTED]	Rowan Companies	Halifax

7. Helicopter Under Water Escape Breathing Apparatus

- The latest correspondence from the [REDACTED], UK CAA, dated November 14th, indicated the study of the implementation and use of EBS would be complete before the end of the month. [REDACTED] guaranteed that CAPP would receive an advanced copy as soon as the report is available and approved for release. CAPP will also share this report with the offshore Boards.
- The CAPP Task Group will be re-convened, once this report is received, to finalize our position on this issue.

Action:

- ✓ CAPP to distribute the UK CAA report when available.





CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Meeting Summary Notes

MEETING DATE January 17, 2002

COMMITTEE East Coast Safety Sub-Committee

NOTE TAKER [REDACTED]

ATTENDEES

Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	Husky Energy	St. John's
[REDACTED]	Norsk Hydro Canada	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	Canadian Superior Energy	Halifax
[REDACTED]	ExxonMobil	Halifax
[REDACTED]	Rowan Companies	Halifax
[REDACTED]	ChevronTexaco	Calgary

The November 22, 2001 Meeting Summary Notes were approved as submitted.

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9. Helicopter Under Water Escape Breathing Apparatus

- The latest correspondence from the [REDACTED], UK CAA, dated January 9th, indicated the study of the implementation and use of EBS would be complete before the end of the month. [REDACTED] guaranteed that CAPP would receive an advanced copy as soon as the report is available and approved for release. CAPP will also share this report with the offshore Boards.
- [REDACTED] (C-NOPB) is pressing CAPP for its position on this issue.
- The CAPP Task Group will be re-convened to finalize our position on this issue once this report is received.

Action:

- ✓ CAPP to distribute the UK CAA report when available.

Meeting Summary Notes

MEETING DATE February 28, 2002

COMMITTEE East Coast Safety Sub-Committee

NOTE TAKER [REDACTED]

ATTENDEES

Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	Husky Energy	St. John's
[REDACTED]	Norsk Hydro Canada	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	Canadian Superior Energy	Halifax
[REDACTED]	ExxonMobil	Halifax
[REDACTED]	Kerr McGee	Halifax
[REDACTED]	Marathon Canada Limited	Halifax
[REDACTED]	PanCanadian	Halifax
[REDACTED]	Rowan Companies	Halifax
[REDACTED]	Shell Canada Limited	Halifax

The January 17, 2002 Meeting Summary Notes were approved as submitted.

9. Helicopter Under Water Escape Breathing Apparatus

- CAPP still awaiting report from UK CAA.
- ██████████ (C-NOPB) indicated that Cougar pilots and Transport Canada inspectors carry rebreathers during offshore trips.
- ██████████ (C-NOPB) is pressing CAPP for its position on this issue.
- The CAPP Task Group will be re-convened to finalize our position on this issue once this report is received.

Action:

- ✓ CAPP to distribute the UK CAA report when available.
- ✓ CAPP to determine type of device used and the training undertaken by Cougar and Transport Canada representatives.



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Meeting Summary Notes

MEETING DATE April 11, 2002

COMMITTEE East Coast Safety Sub-Committee

NOTE TAKER [REDACTED]

ATTENDEES

Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	Husky Energy	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	CAODC	Halifax
[REDACTED]	Shell Canada Limited	Halifax

The February 28, 2002 Meeting Summary Notes were approved as submitted.

9. Helicopter Under Water Escape Breathing Apparatus

- CAPP still awaiting report from UK CAA.
- The latest correspondence from the UK CAA indicates the document will be finalized by the end of April 2002.
- Cougar indicated that it uses the Spare Air device in its offshore Nova Scotia operations. A training program was developed in conjunction with Survival Systems.


Action:

- ✓ CAPP to distribute the UK CAA report when available.

Meeting Summary Notes

MEETING DATE May 23, 2002

COMMITTEE Atlantic Canada Safety Sub-Committee

NOTE TAKER 

ATTENDEES

Paul Barnes

















CAPP

CAPP

Husky Energy

CAODC

ExxonMobil

Marathon

Shell Canada Limited

CAPP

CAPP

St. John's

St. John's

St. John's

Halifax

Halifax

Halifax

Halifax

Calgary

Calgary

The April 11, 2002 Meeting Summary Notes were approved as submitted.

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9. Helicopter Under Water Escape Breathing Apparatus

- A copy of the contractor's report (in advance of the formal CAA paper version) was sent to CAPP via airmail. The only differences between the contractor's report and the final CAA version will be conversion to CAA "house style" and the addition of a foreword.

Action:

- ✓ CAPP to distribute the UK CAA report when available and reconvene Task Force.

(Sec. Note: The report was received and distributed to members on June 2nd. The CAA is currently considering its position in relation to regulatory policy on EBS, which will be included in the foreword of the published CAA paper. The C-NOPB is awaiting our reaction to the report and suggested course of action.)



Meeting Summary Notes

MEETING DATE June 23, 2002

COMMITTEE Atlantic Canada Safety Sub-Committee

NOTE TAKER [REDACTED]

ATTENDEES

Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	CAODC	Halifax
[REDACTED]	ExxonMobil	Halifax
[REDACTED]	Kerr -McGee	Halifax
[REDACTED]	Shell Canada Limited	Halifax

The May 23, 2002 Meeting Summary Notes were approved as submitted.

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10. Helicopter Under Water Escape Breathing Apparatus

- The report was received and distributed to members on June 2nd. The CAA is currently considering its position in relation to regulatory policy on EBS, which will be included in the foreword of the published CAA paper. The C-NOPB is awaiting our reaction to the report and suggested course of action.

Action:

- ✓ CAPP to reconvene Task Force.

MEETING DATE September 10, 2002

COMMITTEE Atlantic Canada Safety Sub-Committee.

NOTE TAKER [REDACTED]

ATTENDEES

Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	Husky Energy	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	Consultant	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	CAODC	Halifax
[REDACTED]	EnCana	Halifax
[REDACTED]	Kerr-McGee	Halifax
[REDACTED]	Shell Canada Limited	Halifax

The June 25, 2002 Meeting Summary Notes were approved as submitted.

FOR DISCUSSION

1. Emergency Breathing System

- [REDACTED] (independent consultant) provided an update on the position paper he is preparing for CAPP.
- [REDACTED] indicated that the paper is extremely comprehensive and addresses many of the issues expected to be of concern to the Boards and other stakeholders.
- It was suggested that the title of the paper be changed to "discussion paper", from "position paper".
- [REDACTED] has asked CGSB to provide a quote and timeframe for development of an EBS technical standard.
- Members indicated they need more time to review the paper and circulate within their organizations.
- It was agreed that the task group would meet next week and review the report and provide further direction to the sub-committee regarding engaging stakeholder groups.

Action:

- ✓ [REDACTED] to coordinate meeting of task group and suggest go forward plan to the safety sub-committee for engaging stakeholders.
(*Sec. Note – Meeting scheduled for Wednesday September 18, 2002*)

MEETING DATE October 15, 2002

COMMITTEE Atlantic Canada Safety Sub-Committee

NOTE TAKER [REDACTED]

ATTENDEES

Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	CAODC	Halifax
[REDACTED]	EnCana	Halifax
[REDACTED]	Canadian Superior Energy	Halifax
[REDACTED]	Shell Canada Limited	Halifax

The September 10, 2002 Meeting Summary Notes were approved as submitted.

FOR DISCUSSION

1. Emergency Breathing System

- P. Barnes informed the group that he is awaiting the final version of the discussion paper from [redacted] and that it is expected in the next week. The paper will be forwarded to the safety sub-committee once it is received.
- It was agreed that the next step is determining a go forward plan.
- It was decided that CAODC members will be forwarded a copy of the discussion paper by [redacted] but it was agreed that it will remain essentially a CAPP internal document.
- An implementation committee of key stakeholders will be struck to determine the appropriate go forward plan for implementing the recommendations in the discussion paper.

Action:

- ✓ P. Barnes to forward discussion paper to the safety sub-committee.

(Sec. Note: Discussion paper and letter from the task force was forwarded to the safety sub-committee for information. Comments on the documents will be tabled during the next meeting with an implementation committee expected to be struck in November).



Memo

DATE October 28, 2002

TO CAPP East Coast Safety Committee

FROM Emergency Breathing System (EBS) Task Force

SUBJECT EBS Task Force Report

The EBS Task Force consisting of Paul Barnes, [REDACTED], [REDACTED], [REDACTED] and [REDACTED] has completed its review of EBS usage in response to a letter from the C-NOPB, dated February 25, 2000. As you recall the C-NOPB had asked the CAPP East Coast Safety Committee to review the research being conducted in the North Sea on EBS usage. Attached is the EBS Discussion Paper that highlights all known facts on EBS and makes recommendations on EBS usage, selection, design, training, health considerations and implementation.

Our Task Force has concluded that the research to date confirms that the use of EBS, if correctly deployed, in a survivable impact on water, will allow helicopter passengers to extend their breathing capability such that the risk from drowning is greatly reduced and their chances of survival increased. Furthermore the Task Force recommends that EBS usage be implemented for offshore East Coast helicopter travel and that the preferred equipment at this time is the Air Pocket Plus Hybrid Device.

In order that the EBS implementation be fully supported and managed through to a successful conclusion, the EBS Task Force believe that there are a number of critical issues that require resolution. These issues involve certain design aspects of the device, training, and health and hygiene.

To facilitate a successful implementation of EBS it is paramount that an Implementation Committee is commissioned to oversee that the recommendations and findings in the EBS Discussion Paper are researched, understood and resolved. This committee would be comprised of Operators who have helicopter contracts, a representative from CAODC, a worker representative or representatives, as well as other operating companies who have an interest and knowledge of EBS.

As there are a number of questions and concerns around the detail of how EBS should be implemented, the Implementation Committee will be supported by working groups dedicated to specific tasks and activities dealing with these concerns in their area of expertise e.g. training, health issues and design concerns.

With regard to the timing for actual EBS implementation we envisage the Implementation Committee will develop an implementation plan with a goal of having the critical issues resolved by the end of 2003.

Thank you on behalf of the EBS Task Force.

Paul Barnes
Manager, Atlantic Canada

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Meeting Summary Notes

Attachment 1 to 16Jan03 ACC Agenda

HURBA

MEETING DATE October 31, 2002

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED]

ATTENDEES

Name	Company	Location
Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	Husky	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	CAPP	Halifax
[REDACTED]	Shell	Halifax
[REDACTED]	ExxonMobil	Halifax
[REDACTED]	EnCana	Halifax
[REDACTED]	ExxonMobil	Halifax
[REDACTED]	Kerr-McGee	Halifax
[REDACTED]	Marathon	Halifax
[REDACTED]	Canadian Superior	Halifax
[REDACTED]	ConocoPhillips	Calgary
[REDACTED]	Imperial Oil	Calgary

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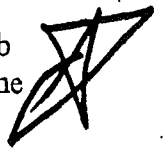
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be

➤ **Helicopter Underwater Escape Breathing Apparatus**

A Safety Sub-Committee task force has produced a report on this issue. The safety-sub committee is currently reviewing this report and will be making recommendations to the ACC at their next meeting.





CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Meeting Summary Notes

MEETING DATE December 5, 2002

COMMITTEE Atlantic Canada Safety Sub-Committee

NOTE TAKER [REDACTED]

ATTENDEES

Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	HMDC	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	Norsk Hydro	St. John's
[REDACTED]	CAODC	Halifax
[REDACTED]	EnCana	Halifax
[REDACTED]	Kerr-McGee	Halifax
[REDACTED]	Shell Canada Limited	Halifax
[REDACTED]	ExxonMobil	Halifax
[REDACTED]	CAPP	Halifax

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4. Emergency Breathing System

- Petro-Canada has received the report and is suggesting a cautious approach for implementation. They are in agreement with the general direction of the task force.
- [REDACTED] suggested that the report be distributed to offshore workers, but [REDACTED] advised that this should not happen until CAPP officially decides to endorse the paper.



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Meeting Summary Notes

MEETING DATE January 23, 2003

COMMITTEE Atlantic Canada Safety Sub-Committee

NOTE TAKER Kelly Reynolds

ATTENDEES

Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	St. John's
[REDACTED]	PSAC/Schlumberger	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	Norsk Hydro	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	CAODC/Rowan	Halifax
[REDACTED]	Shell Canada Limited	Halifax

The December 5, 2003 Meeting Summary Notes were approved as submitted.

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FOR DECISION

1. EBS Position Paper

- **Barnes** advised that the Boards have requested an update on the status of the position paper and have informed CAPP that if we do not provide an update, they will call a meeting of all operators in both provinces to discuss implementation of the device. P. Barnes indicated that to date he has received little feedback from members on this issue.

Action:

- ✓ CAPP to send a note to all Safety Sub-Committee members advising that we require a decision on the EBS position paper by January 31, 2003.

(Sec. Note: Several members have requested more time to complete internal review. CAPP has informed the Board that it will be March before an industry position can be presented.)



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Meeting Summary Notes

MEETING DATE March 6, 2003

COMMITTEE Atlantic Canada Safety Sub-Committee

NOTE TAKER Kelly Reynolds

ATTENDEES

	CAPP	St. John's
	Husky Energy	St. John's
	Petro-Canada	St. John's
	ExxonMobil	St. John's
Paul Barnes	CAPP	Halifax
	CAPP	Halifax
	CAODC/Rowan	Halifax
	Canadian Superior Energy	Halifax
	EnCana	Halifax

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FOR DECISION

I noticed in the meeting minutes that it was mentioned that Husky Energy supported the EBS. Can you change that to read that the Husky Energy East Coast HSE supports it

1. EBS Discussion Paper - industry position

- P. Barnes provided background information on the discussion paper and the potential for implementation, and asked for a consensus from members that the paper reflects the position of industry, and that this position can be communicated to the Boards and the implementation plan can be initiated
- [REDACTED] indicated that Petro-Canada supports the paper, and suggested the next step is the organization of an implementation committee.
- [REDACTED] indicated that Husky Energy East Coast HSE supports the current discussion paper, but that it must be clearly stipulated that further research and testing is necessary before implementation.
- [REDACTED] of ExxonMobil echoed [REDACTED] comments, saying that he does see the value of the device, but suggested that additional research is necessary.
- [REDACTED] agreed that additional research is necessary and that a workgroup should be struck to facilitate the rollout of the implementation plan as identified in the discussion paper.
- [REDACTED] suggested that we go to the Boards with the paper, but indicate that further research is necessary.
- There was agreement among the operators around the table that there are several outstanding issues raised in the paper that must be investigated further, but that it is necessary to move forward with this issue and that a hard timeline for implementation must be established.

Action:

- ✓ CAPP to prepare letter to the Boards outlining industry's position and work plan proposed for additional research and eventual implementation. Letter to be circulated to the safety sub-committee before being sent to the Boards.

Meeting Summary Notes

MEETING DATE March 20, 2003

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED]

ATTENDEES

Name	Company	Location	Name	Company	Location
[REDACTED]	Chevron	Halifax	[REDACTED]	CAPP	Halifax
[REDACTED]	Kerr McGee	Halifax	[REDACTED]	Petro-Canada	St. John's
[REDACTED]	ExxonMobil	Halifax	[REDACTED]	Husky	St. John's
[REDACTED]	EnCana	Halifax	[REDACTED]	Imperial	Calgary
[REDACTED]	Canadian Superior	Halifax	[REDACTED]	BP	Calgary
[REDACTED]	CAPP	Halifax	[REDACTED]	ConocoPhillips	Calgary
Paul Barnes	CAPP	Halifax	[REDACTED]	CAPP	Calgary
[REDACTED]	CAPP	Halifax			

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- HEUBA - P. Barnes discussed the response to be sent to the CNOBP on the HUEBA issue. Over the past 18 months CAPP researched and prepared a discussion paper on the use of this device. The current research seems to indicate that the use of an escape breathing system, if correctly deployed, will allow helicopter passengers to extend their breathing capability such that the risk from drowning is reduced and their chances of survival increased. There are a number of issues however, that need to be addressed before implementation. These issues involve training, design aspects involving compatibility with survival suits and use in cold temperatures. CAPP, CAODC and the Boards will work on addressing these issues with the intent of having the critical issues addressed by the end of this year. Refer to the response letter (Attachment 1).

Meeting Summary Notes

MEETING DATE May 29, 2003

COMMITTEE Atlantic Canada Safety Sub-Committee

NOTE TAKER [REDACTED]

ATTENDEES

[REDACTED]	CAPP	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	PSAC/Schlumberger	St. John's
Paul Barnes	CAPP	Ottawa
[REDACTED]	CAODC/Rowan	Halifax
[REDACTED]	Canadian Superior Energy	Halifax
[REDACTED]	Shell Canada Limited	Calgary

The March 6, 2003 Meeting Summary Notes were approved with the following revision:

- Decision item number 1, EBS Discussion Paper - Industry Position, has been amended to reflect that "Husky Energy East Coast HSE would support the current discussion paper...", rather than "Husky Energy East Coast HSE supports the current discussion paper".

FOR DECISION

1. EBS Discussion Paper - Industry Position

- P. Barnes provided background information on the discussion paper and the potential for implementation, and updated the group on the initial meeting of the implementation committee dealing with this issue. It was decided that the reaffirmation of industry's position on this issue

be present for the discussion, including ExxonMobil.

1. Review of Action Items

1. Emergency Breathing System (EBS) Discussion Paper

- It was advised that ExxonMobil has changed their position on this issue and now support the use of a compressed air EBS, as opposed to the hybrid EBS outlined in the industry discussion paper.
 - This item is being deferred until the next meeting when an ExxonMobil representative is present.
 - The C-NOPB has expressed displeasure at the lack of industry movement on this issue.
-

Meeting Summary Notes

MEETING DATE September 9, 2003.

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED]

ATTENDEES

Name	Company	Location	Name	Company	Location
[REDACTED]	Husky	St. John's	[REDACTED]	Imperial	Halifax
[REDACTED]	Norsk Hydro	St. John's	[REDACTED]	Canadian Superior	Halifax
[REDACTED]	CAPP	St. John's	[REDACTED]	CAPP	Halifax
[REDACTED]	CAPP	Halifax	[REDACTED]	ConocoPhillips	Calgary
[REDACTED]	CAPP	Halifax	Paul Barnes	CAPP	Calgary
[REDACTED]	Kerr McGee	Halifax	[REDACTED]	Petro-Canada	Calgary
[REDACTED]	ExxonMobil	Halifax			
[REDACTED]	Marathon Canada	Halifax			

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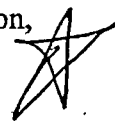
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For Discussion

1-D Safety Sub-Committee/Task Force Updates:

- Review of Priority Safety Issues
- P. Barnes advised of the list of issues facing the safety sub-committee. He indicated that the top four priority safety issues from the committee's perspective were OHS legislation, Training and Qualifications, Safe Lifting Practice Guidelines and HEUBA. The ACC agreed with these priority areas.





CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Meeting Summary Notes

600-15-02

MEETING DATE September 11, 2003

COMMITTEE Atlantic Canada Safety Sub-Committee

NOTE TAKER [REDACTED]

ATTENDEES

[REDACTED]	CAPP	St. John's
[REDACTED]	Husky Energy	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	ExxonMobil	St. John's
[REDACTED]	EnCana	Halifax
[REDACTED]	CAODC/Rowan	Halifax
[REDACTED]	Canadian Superior Energy	Halifax
[REDACTED]	Shell Canada Limited	Halifax
Paul Barnes	CAPP	Calgary

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- **HUEBA**

- The C-NOPB has expressed displeasure at the lack of industry movement on this issue.
- P. Barnes advised that CAPP had developed an industry discussion paper on this issue with the intent of adopting the hybrid devise. It was advised that ExxonMobil had changed their position on this issue and support the use of a compressed air EBS, as opposed to the hybrid EBS.
- P. Barnes advised that the Boards' are now pushing industry to make a decision on this issue and to work with them to discuss implementation.
- R. Leadbeater suggested that it is important to choose a devise that meets an industry minimum standard.
- It was suggested that the working group who were addressing this issue should be reconvened to look at this issue again and to amend the discussion paper and make it more generic.
- It was recommended that there are a lot of safety devises on the market that would be suitable and that CAPP should probably not endorse any specific devise – reinforcing the notion of performance based regulations, versus prescriptive based regulations.

Action:

- ✓ P. Barnes to establish an operator sub-group to re-examine the discussion paper and then arrange for a meeting with the Board with the intent of not selecting a particular devise, but to work towards a performance based guideline.
-

From: Barnes, Paul
Sent: Monday, October 20, 2003 10:32 PM
To: [REDACTED]
Subject: HEUBA Meeting Summary notes

Below are the summary notes and action items that were discussed at the meeting on Wednesday (Oct 15, 2003) on this issue. As I was doing most of the talking through the document my note taking was sporadic so if I missed something please let me know. The next meeting is December 9th at 2pm (NL) time.

Summary Notes:

1. Discussion took place as to the need for a set of guidelines dealing with this issue. Points raised included evidence that such devices could save lives, NATO pilots all use such devices, devices are becoming more prevalent in other jurisdictions, technology is constantly improving and the devices are becoming more available 'off the shelf' than ever before. It was felt such a device should be used in eastern Canada as another safety article for the offshore workforce. Their use would be taught during the BST course. All felt a less prescriptive and flexible guideline would be needed.
2. The recommendations contained in the CAPP discussion paper on the subject was reviewed. It was decided the paper needed to be redrafted to incorporate a few of the ideas discussed and to make it less prescriptive. Also to separate the actions that are needed to be undertaken prior to implementation versus longer term. ACTION: [REDACTED] and Paul Barnes to redraft and circulate.
3. Some companies have polled the worker reps on the JOHSC committees and there appears to be consensus that the use of such devices is viewed as a positive move but there remains a number of training and other concerns as outlined in the discussion document. It was decided that a worker rep needed to be included on the implementation committee. ACTION: [REDACTED] to investigate the possibility of finding a worker rep volunteer.
4. It was decided that the various operators needed to keep workers informed of progress on this issue through periodic updates to the JOHSC committees.
5. There are a number of issues that need to be addressed with the training institutes and which their advice is required. It was decided that some further research on the issue is needed before the institutes are engaged.
6. CAPP to confirm with its members if this proposed route to address the issue in a less prescriptive manner is satisfactory. ACTION: Proposed course of action to be raised at the next CAPP safety s.c. meeting.
7. Meeting attendees suggested that most of the work on this issue could be complete by Q2/04 and with operators and Board buy-in the devices could become in use by the Q4/04.

Next meeting is set for December 9th at 2pm (NL) time. Please let me know if you are available to attend.

Paul Barnes
Manager, Atlantic Canada
Canadian Association of Petroleum Producers
905, 235 Water Street, St. John's, NL
Phone: (709) 724-4202
Email: barnes@capp.ca



Meeting Summary Notes

MEETING DATE November 4, 2003

COMMITTEE Atlantic Canada Safety Sub-Committee

NOTE TAKER [REDACTED]

ATTENDEES

[REDACTED]	CAPP	St. John's
Paul Barnes	CAPP	St. John's
[REDACTED]	Husky Energy	St. John's
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	ExxonMobil	St. John's
[REDACTED]	CAODC/Rowan	Halifax
[REDACTED]	Kerr-McGee	Halifax


Next Meeting: January 22, 2003

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<p>HUEBA</p>	<ul style="list-style-type: none">• Task force struck to produce a performance based guideline on the use of HUEBA devices.• Offshore Boards and CAODC have representatives on the task force.	<ul style="list-style-type: none">• [REDACTED] and P. Barnes to revise and re-issue the CAPP HUEBA discussion paper to the Safety Sub-Committee for review and comment.	<p>Q4/04</p> 



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Meeting Summary Notes

MEETING DATE February 3, 2004

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED]

ATTENDEES

[REDACTED]	ExxonMobil	[REDACTED]	Imperial Oil
Paul Barnes	CAPP St. Johns	[REDACTED]	CAPP Halifax
[REDACTED]	Petro-Canada	[REDACTED]	CAPP Calgary
[REDACTED]	Husky Energy	[REDACTED]	EnCana
[REDACTED]	CAPP Calgary	[REDACTED]	Marathon
[REDACTED]	ExxonMobil	[REDACTED]	CAPP Halifax
[REDACTED]	Chevron Canada	[REDACTED]	CAPP Halifax
[REDACTED]	Petro-Canada		

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EXHIBIT/P-00122

ACC Feb 3/04 Meeting Summary

Page 2

- **Helicopter Underwater Escape Breathing Apparatus (HUEBA)**

P Barnes reported that the Boards are requesting a guideline/standard be developed for the use of HUEBA's for the AC offshore. There are currently two devices preferred by individual members: a hybrid device and an air compression device. The CNOBP is indifferent on which device industry uses but does not support industry having two different devices. CAPP members agreed. P Barnes reported that the CAPP Safety Committee is struggling to reach a member consensus as to which device to use. There is a safety task group meeting today to try to reach a consensus, if not achieved, this issue will need to be brought back to the ACC for decision.

Meeting Summary Notes

MEETING DATE April 15, 2004

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED]

ATTENDEES

Name	Company	Location	Name	Company	Location
[REDACTED]	Husky	St. John's	[REDACTED]	CAPP	Calgary
[REDACTED]	CAPP	St. John's	[REDACTED]	Imperial	Calgary
[REDACTED]	Norsk Hydro	St. John's	[REDACTED]	ConoccoPhilips	Calgary
[REDACTED]	Petro-Canada	St. John's			
[REDACTED]	Marathon	Halifax			
[REDACTED]	ExxonMobil	Halifax			
[REDACTED]	ExxonMobil	Halifax			
Paul Barnes	CAPP	Halifax			
[REDACTED]	CAPP	Halifax			
[REDACTED]	EnCana	Halifax			

Meeting Summary Notes

- **HUEBA** – The Safety Sub-Committee is struggling to come to a consensus on one device for the Atlantic Canada region. Cost, technical and training information is still being gathered to assist with reaching a consensus. The Safety Sub-Committee hopes to reach a decision by the end of May.



Meeting Summary Notes

MEETING DATE: June 3, 2004

COMMITTEE: Atlantic Canada Executive Policy Group/Atlantic Canada Committee

NOTE TAKER: [REDACTED]

Attendees

In St. John's

Paul Barnes, CAPP

[REDACTED], CAPP

[REDACTED], CAPP

[REDACTED], CAPP

[REDACTED], Murphy Oil Company

[REDACTED], Shell Canada

[REDACTED], ExxonMobil Canada

[REDACTED], ExxonMobil Canada

[REDACTED], Chevron Canada Resources

[REDACTED], Norsk Hydro

[REDACTED], Petro-Canada

[REDACTED], EnCana Corporation

[REDACTED], Marathon Canada Petroleum ULC

[REDACTED], Imperial Oil Resources

[REDACTED], ConocoPhillips Canada

Via Teleconference

[REDACTED], EnCana Corporation

[REDACTED], ExxonMobil

3-A Use of Helicopter Escape Compressed Air Devices

P. Barnes gave an overview of the Atlantic Canada Safety Sub-Committee's recommendation to implement the use of a compressed air device for all personnel transporting to the offshore platforms by helicopter. Over the past two years the committee investigated two device options: hybrid rebreather and compressed air and recently decided that the compressed air was the preferred device. Training on such a device will be a component of the BST course (and BST refresher course) and will also be included in the safety video shown at the heliport prior to each helicopter departure. Estimated costs for the devices are: compressed air (state of the art unit) – 100 units five years total price \$119,000.00, Rebreather 100 units five years total price \$137,000.00. Subject to further discussions with the training institutions (Survival Systems Limited and Marine Institute), helicopter contractors, system providers, the offshore workforce and with the offshore petroleum boards, these devices will be in use early in 2005.

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EXHIBIT/P-00122

*Joint CAPP Atlantic Canada Executive Policy Group/Atlantic Canada Committee
June 3, 2004 - Meeting Summary Notes
Page 2 of 5*

Action:

- ✓ The EPG approved the Safety Sub-Committee's recommendation.



CANADIAN ASSOCIATION OF PETROLEUM PRODUCERS

Meeting Summary Notes

MEETING DATE September 15, 2004

COMMITTEE Atlantic Canada Committee

NOTE TAKER

[REDACTED]

ATTENDEES

<u>Name</u>	<u>Company</u>	<u>Location</u>
Paul Barnes	CAPP	St. John's
[REDACTED]	CAPP	Calgary
[REDACTED]	CAPP	St. John's
[REDACTED]	CAPP	Halifax
[REDACTED]	Petro-Canada	St. John's
[REDACTED]	Chevron	Calgary
[REDACTED]	EnCana	Halifax
[REDACTED]	Husky	St. John's
[REDACTED]	Imperial	Calgary
[REDACTED]	Norsk Hydro	St. John's
[REDACTED]	Marathon	Halifax
[REDACTED]	ExxonMobil	Halifax

1-D Sub-Committee/Task Force Updates

Safety Sub-Committee

Safety SC was going to seek additional ACC guidance on HEUBA implementation, but this has been delayed until the next ACC meeting. The sub-committee's request for project funds for 2005 will be addressed in the Budget Discussion (8-D). ★

Meeting Summary Notes

8-D 2005 Project Budget

ACC approved the draft project budget request from the various task forces and the amounts for regulatory work associated with the roundtable and other initiatives. The budget will now be transmitted to the EPG and CAPP board for final approval. [REDACTED]

Action:

- ✓ Project budget to be sent to the EPG for final approval.



Meeting Summary Notes

MEETING DATE December 2, 2004

COMMITTEE Atlantic Canada Executive Policy Group and Atlantic Canada Committee
Joint Meeting

NOTE TAKER [REDACTED]

ATTENDEES

In Calgary

[REDACTED], Murphy Oil

Paul Barnes, CAPP

[REDACTED], Shell

[REDACTED], Imperial Oil

[REDACTED], Chevron

[REDACTED], ConocoPhillips

[REDACTED], CAPP

[REDACTED], ConocoPhillips

[REDACTED], EnCana

[REDACTED], PSAC

[REDACTED], CAPP

[REDACTED], CAPP

Via Teleconference

[REDACTED], EnCana

[REDACTED], Petro-Canada

[REDACTED], ExxonMobil

[REDACTED], ExxonMobil

[REDACTED], Marathon

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5-D ACC Sub-Committee Updates

Safety Sub-Committee

P. Barnes updated the ACC and EPG on the progress towards implementing the Helicopter Underwater Emergency Breathing Apparatus. The ACC/EPG had previously approved the use of a compressed air device for personnel transporting to offshore facilities by helicopter. Discussion with Boards and training institutes on implementation and training issues continue. The target date of January 2005 for implementation has been delayed as the trainers at the Marine Institute in NL need to become trained themselves on the use of the device. Expectations are now February/March for an implementation date.

ACTION: CAPP to attach the EBS Implementation Plan to the minutes (Attach. 8).



Meeting Summary Notes

MEETING DATE January 27, 2005

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED]

ATTENDEES

Halifax

[REDACTED] EnCana
Paul Barnes, CAPP
[REDACTED], ExxonMobil
[REDACTED] CAPP

St. John's

[REDACTED] Petro-Canada
[REDACTED] Chevron
[REDACTED] Chevron
[REDACTED] Norsk Hydro

Calgary

[REDACTED], Imperial Oil

Houston

[REDACTED] ConocoPhillips

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Safety Sub-Committee*HUEBA*

Training the trainers at the Marine Institute in Newfoundland in the use of the EBS device has caused a delay in the implementation plan for training personnel on the new escape breathing apparatus. It is now expected that the availability of training for offshore personnel will be in place by April as opposed to January as was previously expected. The Implementation team continues to progress the issues associated with implementing the training plan for the device and has scheduled a risk assessment session for February 22nd.

Meeting Summary Notes

MEETING DATE March 17, 2005

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED]

ATTENDEES

Halifax

[REDACTED], ExxonMobil
[REDACTED], CAPP

Calgary

[REDACTED], Imperial
[REDACTED], Chevron
[REDACTED], Norsk Hydro

St. John's

[REDACTED], Norsk Hydro
[REDACTED], Petro-Canada
[REDACTED], Chevron
[REDACTED], ExxonMobil
Paul Barnes, CAPP
[REDACTED], CAPP

- HUEBA

A risk assessment exercise associated with training on the new device was recently completed. Several issues, with respect particularly to medical fitness, were identified. These issues require further investigation, thus the implementation committee has put the implementation plan on hold while the identified risks are considered and resolved. It is expected that there will be a delay of 2-3 months from the April 1st target for the implementation of the training.

MEETING DATE May 12, 2005

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED]

ATTENDEES

Halifax

[REDACTED] EnCana
[REDACTED] CAPP

Calgary Paul Barnes, CAPP

[REDACTED] Petro-Canada
[REDACTED] ConocoPhillips

St. John's

[REDACTED] Norsk Hydro
[REDACTED] Chevron
[REDACTED] Chevron

FOR DISCUSSION

1-D Sub-Committee/Task Force updates

Safety Sub-Committee (P. Barnes)

- HUEBA

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A risk assessment exercise associated with training on the compressed air device was completed. A number of risks have been identified regarding safety issues around using the device, legal implications, and requisite changes to medical assessments for offshore workers. The task group is weighing these risks and will make suggestions to the Safety SC as to how these risks should be addressed. This has resulted in a delay in implementing the device.



Meeting Summary Notes

MEETING DATE June 16, 2005

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED] Policy Analyst

ATTENDEES

Halifax

[REDACTED], EnCana
[REDACTED], ExxonMobil
[REDACTED], ExxonMobil
[REDACTED], CAPP

St. John's

[REDACTED] Paul Barnes, CAPP
[REDACTED], Petro-Canada
[REDACTED], Chevron
[REDACTED], Petro-Canada

Safety Sub-Committee [REDACTED]

- HUEBA Strategy

[REDACTED] presented a Powerpoint to the ACC on work done to date on the HUEBA Implementation and recent roadblocks. A risk assessment exercise associated with training on the compressed air device was completed and raised some challenges which the Safety SC needs ACC direction on. The ACC recommended that a full training package be created by the Safety Sub-Committee on the compressed air device including training and medical protocols, costs, and current data on pulmonary testing of offshore workers. The development of this protocol will require the engagement of the medical community for support during the development process and they will need to sign-off once the protocol is completed. [REDACTED] will put together a set

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of bullet points identifying the next steps to move the HUEBA strategy forward for discussion at the next Safety Sub-Committee and final approval by the ACC in September.

Meeting Summary Notes

MEETING DATE Thursday, September 8, 2005

COMMITTEE Safety Sub-Committee

NOTE TAKER [REDACTED]

ATTENDEES

Halifax:

[REDACTED], Safety First
[REDACTED], Rowan Companies Inc.
[REDACTED], ExxonMobil
[REDACTED], CAPP

Calgary:

Paul Barnes, CAPP
[REDACTED], EnCana
[REDACTED], Shell
[REDACTED], Chevron

St. John's:

[REDACTED], CAPP
[REDACTED], Petro-Canada
[REDACTED], Norsk Hydro

2-D Progress on the Helicopter Underwater Escape Breathing Apparatus (HUEBA)

Action Items:

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1. [REDACTED] will circulate the draft medical protocol to the CAPP Medical Standards Task Group for review and will report back at the September 20th Safety Sub-Committee meeting.

Meeting Summary Notes

MEETING DATE September 29, 2005

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED] Policy Analyst

ATTENDEES

Halifax

[REDACTED], EnCana
[REDACTED], ExxonMobil
[REDACTED], CAPP

St. John's

Paul Barnes, CAPP
[REDACTED], Husky
[REDACTED], Petro-Canada
[REDACTED], Petro-Canada

HUEBA Strategy

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← Note to inquiry
sender: Dale
should be Sept 29/05

Since the last update was provided in June 2005 the committee has developed a medical protocol and exemption process for those unable to use the device and has consulted with medical specialists on both of these documents.

The next step is to host a meeting of Operator Safety and Medical Professionals to review the following issues to ensure consensus from the medical community prior to proceeding further:

- A review of the research done by the Canadian Navy and Defense Research Development Canada with regards to EBS usage;
 - A review of the work conducted in the United Kingdom on EBS to better understand why the re-breather model was chosen versus compressed air; and
 - Compare and discuss the known risks associated with both devices.
- This work needs to be complete before the ACC can decide on moving forward with the compressed air device.

Action: P. Barnes to speak with [redacted] and [redacted] to advise the two Offshore Boards on CAPP's planned next steps.



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Meeting Summary Notes

MEETING DATE November 10, 2005

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED] Policy Analyst
[REDACTED]

ATTENDEES

Halifax

[REDACTED] EnCana
[REDACTED] Exxon Mobil
[REDACTED] CAPP

St. John's

Paul Barnes, CAPP
[REDACTED] Husky
[REDACTED] Petro-Canada
[REDACTED] Chevron
[REDACTED] Petro-Canada

Calgary

[REDACTED] Chevron
[REDACTED] Imperial

1-D Sub-Committee/Task Force updates

Safety Sub-Committee (P. Barnes)

Update on the HUEBA Strategy

The HUEBA Task Force continues to work with medical service providers on a recommended common EBS device for use in Eastern Canada. Committee members still have questions on the medical training which cannot be easily answered. Therefore, CAPP has proposed a one day work shop that will bring together international expertise to discuss the work conducted in United Kingdom on various Emergency Breathing Systems and to discuss the operational and medical implications of using and training on the re-breather and compressed air EBS devices.

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CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Meeting Summary Notes

MEETING DATE December 15, 2005

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED] Policy Analyst

ATTENDEES

Halifax

[REDACTED] Chevron
[REDACTED] CAPP

Calgary

[REDACTED] Imperial
[REDACTED], Imperial
[REDACTED] ConocoPhillips

St. John's

Paul Barnes, CAPP
[REDACTED] Petro-Canada
[REDACTED] Chevron
[REDACTED] Exxon Mobil
[REDACTED] CAPP
[REDACTED] Husky

Calat

1-D Sub-Committee/Task Force updates
Safety Sub-Committee (P. Barnes)

Action: ACC to provide CAPP feedback on letter by Monday, December 19th.

Update on the HUEBA Strategy

CAPP is working with the HUEBA Task Force on a proposed a one day work shop that will bring together international expertise to discuss the work conducted in the United Kingdom on various Emergency Breathing Systems (EBS) and the operational and medical implications of using and training on the re-breather and compressed air EBS devices. The Task Force is finalizing the workshop details with the international representatives that are expected to attend. The Task Force expects to host the workshop in late January 2006 in Halifax. Halifax was chosen because of the availability of training personnel and equipment at Survival Systems Limited so that device demonstrations can be undertaken.

2-I



Meeting Summary Notes

MEETING DATE February 6, 2006

COMMITTEE Atlantic Canada Committee

NOTE TAKER [Redacted], Policy Analyst

ATTENDEES

Halifax

[Redacted], CAPP
[Redacted], EnCana
[Redacted], ExxonMobil

St. John's

Paul Barnes, CAPP
[Redacted], Petro-Canada
[Redacted], Chevron
[Redacted], Exxon Mobil
[Redacted], Husky
[Redacted], Husky

Calgary

[Redacted], Imperial

1-D Sub-Committee/Task Force updates *Safety Sub-Committee* [Redacted]

To update the ACC on outcomes from the EBS workshop and possible action plan. CAPP held a one day Emergency Breathing System (EBS) workshop on January 31st in Halifax, NS. The objective of the workshop was to provide accurate medical, training, and operational EBS information that would allow CAPP members to make an informed decision on which type of device should be implemented in East Coast Canada.

The CAPP HUEBA Task Force will be meeting the week of February 20th, to review the workshop outcomes and to make a recommendation to the CAPP Safety Sub-Committee on which EBS device should be implemented including the training and medical requirements for the use of the device in East Coast Canada.

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Email: communication@capp.ca Website: www.capp.ca

If the Safety Sub-Committee is in agreement with the HUEBA Task Force an EBS recommendation will be made to the Atlantic Canada Committee for review and approval at the next meeting. It is noted that once a decision has been approved by the ACC, offshore workforce consultation will need to be done via the JOSH Committees.

2-D



Meeting Summary Notes

MEETING DATE April 27, 2006

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED]

ATTENDEES

Halifax

[REDACTED], EnCana
[REDACTED], ExxonMobil
[REDACTED], CAPP

St. John's

[REDACTED], Petro-Canada
[REDACTED], Husky
[REDACTED], Chevron
Paul Barnes, CAPP
[REDACTED], CAPP

Calgary

[REDACTED], Imperial
[REDACTED], ConocoPhillips
[REDACTED], ConocoPhillips

Helicopter Underwater Escape Breathing Apparatus (HEUBA)

At the last ACC meeting there was an agreement reached to proceed with using a compressed air device subject to a 3rd party independent medical review of the training implications of the device. That medical review has been contracted to Dr. [REDACTED] a military diving/medical expert. Dr. [REDACTED] availability to undertake the work will allow a report to be presented to CAPP in the third week of May. Upon receiving this review, the HUEBA task group will resume discussions and develop a work plan to progress the issue. The outcomes of the medical review are pivotal to the continuation of the work.

The ACC will be kept updated; the medical review report might be received in advance of the next ACC meeting (May 18th) if not it will be discussed at the June 15th meeting.

RECENT MEETING OF SUB-COMMITTEE:

June 14, 2006 (postponed from June 6th date)

ATTENDEES:

Halifax:

[REDACTED], ExxonMobil
[REDACTED], EnCana
[REDACTED], ExxonMobil (for HUEBA discussion)
[REDACTED], CAPP

Guest:

[REDACTED], ExxonMobil Contractor

St. John's:

[REDACTED], Petro-Canada
[REDACTED], Husky Energy
[REDACTED], CAPP
[REDACTED], Norsk Hydro
[REDACTED], Norsk Hydro
Paul Barnes, CAPP

Guest:

Issue: HUEBA

Description:

ACC/EPG approved the use of a compressed air device for personnel traveling to offshore facilities by helicopter subject to a medical review of the training implications.

Recent Activity:

- CAPP received the medical report from Dr. [REDACTED] outlining medical implications and requirements for the medical assessment in order to train offshore personnel on the compressed air device at 1m water depth and in the helicopter simulator at 1.8m water depth.
- The HUEBA Task Force and the CAPP Medical Fitness to Work Task Group have reviewed the report and suggested that the medical implications and added considerations in the medical assessment for training are manageable and the HUEBA TG therefore recommended to the Safety SC to proceed with implementing training in the simulator at 1.8m water depth. The Safety SC has agreed to precede with the training as per the recommendation of the HUEBA TG though requested 2-3 weeks to discuss the recommendation internally with their individual management levels. The implementation of the training should commence in anticipation of approval from the individual companies. The Safety SC will propose this to the ACC at their meeting later that day.
- In order to implement the training the HUEBA TG will be expanded to include representatives from the two helicopter companies and training institutes
- It was noted that there will need to be a decision made on funding the video that was produced as it will need to be updated and SSL will not undertake an update until the invoice is paid
- The Standard Practice for the Training and Qualifications of Personnel and the CAPP Medical Fitness to Work Offshore Guideline will be updated to reflect any changes necessary

Current Action:

- [REDACTED] to review and update the FTW forms attached to the Guideline
- CAPP to expand the HUEBA TG to include other stakeholders such as the helicopter operators and training institutes, and work with the chair to propose next meeting date
- Safety SC rep to communicate with the ACC and seek approval for next steps as outlined above
- The HUEBA TF will need to identify a detailed work plan to meet the implementation target of Nov 2006
- [REDACTED] to send proposal re funding of video to [REDACTED] for CAPP consideration

Issue: CAPP East Coast Medical Assessment for Fitness to Work Offshore Guideline

Description:

The Safety Sub-Committee deemed it timely to update the Guideline (Q1 2005) ensuring that issues of medical frequencies, reciprocity, and equivalencies be addressed in the next edition.

Recent Activity:

- A task group was struck to review and update the guideline; the task group is chaired by [REDACTED] and includes representation from operators and medical professionals
- Progress was made in 2005 to address the guideline update though the work was put on hold to await the outcomes of the HUEBA compressed air device discussions. The TG met on June 13th, 2006 to address the medical report for training on a compressed air device and next steps to finalizing the guideline update.

Current Action:

- The task group has been divided into two smaller groups, one to develop an appendix for training on a compressed air device in a helicopter simulator at 1.8 metres; the other to finalize the remainder of the guideline update. The two groups will progress these two components and reconvene in mid-July to assess timing for the completion of the guideline update.



CANADIAN ASSOCIATION
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Meeting Summary Notes

MEETING DATE June 14, 2006

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED], Policy Analyst

ATTENDEES

Halifax

[REDACTED] EnCana
[REDACTED] ExxonMobil
[REDACTED] CAPP

St. John's

[REDACTED] Chevron
[REDACTED] Norsk Hydro
[REDACTED] Husky
Paul Barnes, CAPP
[REDACTED] CAPP

Calgary

[REDACTED] Imperial

FOR DISCUSSION

1-D Sub-Committee Updates

Safety Sub-Committee

Helicopter Underwater Escape Breathing Apparatus (HUEBA)

At the April ACC meeting there was an agreement reached to proceed with using a compressed air device subject to a 3rd party independent medical review of the training implications of the device. That medical review has been completed and the report reviewed by the CAPP HUEBA Task Group and the CAPP Medical Fitness to Work (FTW) Task Group. The HUEBA TG has recommended that the medical implications of the training and the added medical assessment requirements are manageable and that, as per the discussion in the medical report, training in the helicopter simulator at 1.8 metres of water depth is significant with respect to increasing the chances of survival in a real emergency. Thus, the HUEBA TG has recommended that the training implementation proceed at 1.8 metres water depth (the recommendation prior to reviewing the medical report was to proceed at 1 metres not in the helicopter simulator).

The FTW TG agreed that if it was deemed appropriate by the Safety SC and ACC to proceed at 1.8 metres, the medical implications and added assessment requirements are manageable. In anticipation of this outcome, the FTW TG is proceeding with updating the Medical Fitness to Work Guideline to include a section on this training.

The Safety SC discussed this recommendation at their meeting which occurred before the ACC meeting and agrees that this recommendation seems reasonable and suggests the HUEBA TG proceed with implementing the training. However, the Sub-Committee indicated their interest at concurrently having a two 2-3 week period in which to discuss this recommendation internally with their respective management teams.

The ACC agreed to this approach and will discuss this recommendation internally with their safety officers. The ACC and Safety SC will be polled electronically by CAPP (likely during the second week of July) to seek formal approval for this approach to training on the compressed air device.

From: [REDACTED]
Sent: Thursday, June 22, 2006 9:52 AM
To: CAPP Distribution
Subject: For Review and Decision - (HUEBA) Recommendation to proceed with implementing training on a compressed air device
Importance: High
Attachments: CAPP Report 2006-5 - Dr [REDACTED] medical report on training with a compressed air device - May 25 2006.pdf

To: CAPP Safety Sub-Committee & Atlantic Canada Committee
cc: CAPP HUEBA TG

Regarding: Training on a compressed air device - recommendation to proceed with training implementation

Recommendation: The HUEBA TG has recommended training be implemented on a compressed air device in a helicopter simulator at a water depth of 1.8 metres (Note: the recommendation prior to receiving and reviewing the medical assessment was to proceed with implementing training on a compressed air device at 1 metre not in the helicopter simulator).

Attachment: The medical assessment provided by Dr. [REDACTED] in response to CAPP's request for his review of the medical implications of training on a compressed air device at 1 metre and 1.8 metres water depth, and his identification of required additional medical assessment components.

Action: Safety SC and ACC members are asked to review the attached report and discuss the recommendation to proceed with training at 1.8 metres in the helicopter simulator. CAPP will poll the members of these two committees electronically within the second week of July to assess formal approval of the recommendation. Should there be feedback / concerns from the internal company discussions please provide that to CAPP as soon as possible, the poll that CAPP will conduct in July will formulate the formal approval of, or opposition to, the recommendation - concerns should be raised in advance of that poll so that they can be considered as soon as possible.

In the meantime, the HUEBA TG will be expanded to include representatives from the helicopter companies and training institutes in order to progress the implementation of the training by the November timeframe.


Background: At the April ACC meeting there was an agreement reached to proceed with using a compressed air device subject to a third-party independent review of the medical implications for training on the device. That medical review has been completed (attached) and the report reviewed by the CAPP HUEBA Task Group and the CAPP Medical Fitness to Work (FTW) Task Group. The HUEBA TG has recommended that the medical implications of the training and the added medical assessment requirements are manageable and that, as per the discussion in the medical report, training in the helicopter simulator at 1.8 metres water depth is significant with respect to increasing the chances of survival in a real emergency. Thus, the HUEBA TG has recommended that the training implementation proceed at 1.8 metres water

de in the simulator.

The FTW TG agreed that if it was deemed appropriate by the Safety SC and ACC to proceed as recommended, the medical implications and added assessment requirements are manageable. In anticipation of this outcome, the FTW TG is proceeding with updating the Medical Fitness to Work Guideline to include a section on this training.

At the Safety SC meeting on June 14th, the members in attendance agreed with the recommendation and have directed the HUEBA TG to proceed with implementing the training at 1.8 metre water depth in a helicopter simulator. The original target of full implementation by November 2006 remains. However, the Safety SC requested a concurrent period of 2-3 weeks within which to discuss this recommendation internally with their respective management teams. The ACC met on June 14th and also tentatively approved proceeding with the training implementation as recommended in conjunction with a concurrent period in which to discuss the implications and recommendation internally.

Please don't hesitate to call if you have any questions about the above or the attached report, or if you require further information.

Regards,




Meeting Summary Notes

MEETING DATE Sept. 25, 2006

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED] Research Analyst

ATTENDEES

Halifax

[REDACTED], ExxonMobil

St. John's

[REDACTED] Chevron
[REDACTED] Petro-Canada
[REDACTED] Husky
Paul Barnes, CAPP
[REDACTED] CAPP
[REDACTED] CAPP

Calgary

[REDACTED] Imperial

Safety Sub-Committee

Helicopter Underwater Escape Breathing Apparatus (HUEBA) Update

The ACC and Safety SC have been be polled electronically by CAPP to reach a consensus of agreement to proceed with HUEBA, and other than one outstanding response all other members have responded with agreement on the understanding that the implementation will proceed appropriately and that all

stakeholders will be kept informed. The implementation process is advancing although the timeline for the training institutes to be fully prepared to provide training on these devices has been delayed to early next year. The helicopter transport suits, which the HUEBA will attach to, are in the procurement stage with the RFP going out shortly and the Task Force is meeting regularly to resolve issues such as financing, communications, equipment purchase, medical fitness etc. The Safety SC agreed to hire a dedicated consultant to manage this scope of work and [REDACTED] of Strategic Directions Inc was hired by CAPP to see this process completed. [REDACTED] is responsible for project management and documentation control. In total the price range for consultant fees should be in the ball park figure of [REDACTED]. The ACC agreed with this approach.

Meeting Summary Notes

MEETING DATE October 12, 2006

COMMITTEE Training and Qualifications Committee

NOTE TAKER [REDACTED] Research Analyst – Atlantic Canada, CAPP

ATTENDEES

St. John's

[REDACTED] C-NLOPB
 [REDACTED] Husky Energy
 [REDACTED] Noble Drilling (CAODC)
 [REDACTED] Petro-Canada
 [REDACTED] GlobalSantaFe
 [REDACTED] Strategic Directions Inc
 [REDACTED] Petro-Canada
 Paul Barnes, CAPP

Halifax

[REDACTED] C-NSOPB
 [REDACTED], Survival Systems Ltd.
 [REDACTED] CAPP
 [REDACTED], Rowan Co (CAODC)

1. Presentation and Discussion of Phase 2 of the *Quality of Safety Training Courses Project*

[REDACTED] provided an update on the project's progress. See October 2006 version of issue matrix for details and actions. The Phase 2 draft questionnaires have been reviewed by the committee and in general appear to be acceptable in order to begin the Phase 2 work. One comment received was that the task of responding to the questionnaires could prove to be long and laborious, for the instructors responding. For example, it has taken the SSTL instructors one month so far and they need at least another three weeks to complete. In particular, the section on facility equipment could require quite some time to complete. Members did not want this to be a burdensome process and agreed that where possible the training institutes could insert the information from the promotional materials already developed. [REDACTED] is working on the letter to be signed by the Chair which will accompany the questionnaires. The courses which have the added EBS components will be provided as the HUEBA implementation develops. As discussed, St. John Ambulance courses have been added to Phase 2 as they are not reviewed by a third party. The next step once final approval of the questionnaires is received by the committee is for the members to provide the right expertise in order to develop the accurate check off lists for conducting site visits.

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Meeting Summary Notes

MEETING DATE: March 29, 2007

COMMITTEE: Atlantic Canada Executive Policy Group

NOTE TAKER: Paul Barnes – Manager, Atlantic Canada

Attendees

Meeting Room in Calgary

Paul Barnes, CAPP

[REDACTED], CAPP

[REDACTED], Chevron Canada Resources

[REDACTED], Shell Canada

[REDACTED], ConocoPhillips Canada

Via conference call

[REDACTED], Norsk Hydro

[REDACTED], ExxonMobil

[REDACTED], Husky Energy

[REDACTED], EnCana Corp.

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EXHIBIT/P-00122

*CAPP Atlantic Canada Executive Policy Group
March 29, 2007 - Meeting Summary Notes
Page 2 of 3*

For Discussion

3-D Helicopter Underwater Escape Breathing Apparatus

Members discussed the letter from the C-NLOPB on the Helicopter Underwater Escape Breathing Apparatus. This device is not expected to be implemented until later this year because of delays in the Marine Institute ensuring they have qualified trainers in order to train personnel on the use of this device and also the contract for the helicopter transport suit which comes equipped with the HUEBA devices has yet to be awarded. CAPP will respond to the C-NLOPB once a more definitive implementation date is determined.



CANADIAN ASSOCIATION
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ATLANTIC CANADA SAFETY SUB-COMMITTEE

Issue Tracking - updated April 2007

RECENT MEETING OF SUB-COMMITTEE:

APRIL 11TH, 2007

ATTENDEES:

Halifax:

[REDACTED], CAPP

St. John's:

[REDACTED], Petro-Canada

[REDACTED], ExxonMobil

[REDACTED], ExxonMobil

[REDACTED], TransOcean (CAODC)

[REDACTED], Norsk Hydro

[REDACTED], Safety First

Paul Barnes, CAPP

~~[REDACTED]~~
~~[REDACTED]~~
~~[REDACTED]~~
~~[REDACTED]~~
~~[REDACTED]~~
~~[REDACTED]~~

May 5th wk

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Email: communication@capp.ca Website: www.capp.ca

Issue: HUEBA Implementation

Description:

Implementation is underway for the use of a compressed air device for personnel traveling by helicopter to offshore facilities.

Recent Activity:

- HUEBA Implementation target date is now anticipated to be 4th Quarter 2007. The C-NLOPB sent a letter to CAPP confirming their interest in the EBS implementation and received an update from CAPP in Calgary the week of April 16th. CAPP will respond to the C-NLOPB letter in writing.
- The HUEBA Task Force met on Feb, 12th, 2007. A Request for Information has been sent to the Marine Institute to determine their level of capacity to provide EBS training in Newfoundland and Labrador. A second response for more information is expected April 30th.
- The suit bids are being reviewed and the contract is expected to be awarded in the near future.
- It has been confirmed by Transport Canada that no special permits are required to transport the EBS bottles by helicopter, on or off the suits. (Based on safety requirement).

Current Action:

- All action items, issues and status will be documented by consultant [REDACTED] on a spreadsheet and will be periodically circulated to the SC (see attached HUEBA EBS Implementation Plan dated April 12th).
-

Issue: CAPP East Coast Medical Assessment for Fitness to Work Offshore Guideline

Description:

The Safety Sub-Committee deemed it timely to update the Guideline ensuring that issues of medical frequencies, reciprocity, EBS, and equivalencies will be addressed in the next edition.

Recent Activity:

- A task group was struck to review and update the guideline; the task group is chaired by [REDACTED] and includes representation from operators and medical professionals. The TG has broken out into two sub groups, one to address the EBS component and one to update the guideline.
- One item which required significant review is the X-ray requirement currently in place under the HUEBA recommended practices. The TG originally recommended that the FTW Guide align itself with the current UK/Norway practice whereby the chest X-ray is eliminated. Upon further review it was determined that Canadian Standards Association (CSA) standard for occupational diving training requires the X-ray, so the TG is working to resolve this discrepancy within the Guide (possibly grandfathering with a 3-year chest X-ray).
- Another area being addressed is the medical screening requirement, the TG is moving away from the age based screening to a bi-annual screening which is agreed to be more non-discriminatory. Individual company policies may exceed this.

*Neil
Love*

-
- The TG is also working on incorporating a "change in health status" into the guide. This will provide more medical assessment accountability in the Guide by ensuring things like operations; medical conditions, etc get reported.

Current Action:

- The TG will present the FTW modifications to the HUEBA TF and will discuss impact on personnel and communication with the regulatory Boards
- The draft guide will tentatively be available for the Safety SC review in May 2007.



Meeting Summary Notes

MEETING DATE April 18, 2007

COMMITTEE Atlantic Canada Committee

NOTE TAKER [REDACTED] Research Analyst

ATTENDEES

Halifax

[REDACTED] EnCana

St. John's

[REDACTED] CAPP

[REDACTED] Husky

Paul Barnes, CAPP

[REDACTED] Norsk Hydro

[REDACTED] Chevron

[REDACTED] ExxonMobil

[REDACTED] Petro-Canada

[REDACTED] CAPP

Calgary

[REDACTED] Imperial

For Discussion

1-D SAFETY SUB-COMMITTEE

(b) Helicopter Underwater Escape Breathing Apparatus (HUEBA)

[REDACTED] as incoming chair of the Safety SC, updated the ACC on the progress of the HUEBA implementation. Currently the HUEBA TF is facilitating the training requirements of the Marine Institute and has issued a Request for Information to determine MI's capacity to provide the EBS training at the required time. Other components being addressed are the medical guide update to address any revised medicals needed and the new helicopter suit contract which is close to finalization. A copy of the March 13, 2007 C-NLOPB letter was circulated to the ACC. In the letter the C-NLOPB requests an update on status of the EBS implementation. M. Ruelokke recently received a verbal update from CAPP Calgary on the EBS status and the loose ends which are being appropriately addressed by the HUEBA TF.

ACTION:

The ACC suggested that a written response to the C-NLOPB should be drafted by the Safety SC and should be kept high level, without indicating a definitive timeline.



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

RECENT MEETING OF SUB-COMMITTEE:

MAY 23RD, 2007

ATTENDEES:

Halifax:

[REDACTED] CAPP

St. John's:

[REDACTED] Petro-Canada
[REDACTED] ExxonMobil
[REDACTED] TransOcean (CAODC)
[REDACTED] Norsk Hydro
[REDACTED] Norsk Hydro
[REDACTED] Husky Energy
Paul Barnes, CAPP

Guest:

[REDACTED] CAPP Calgary

NEXT MEETING DATE:

WEDNESDAY, JULY 11TH, 2007 AT 1:30PM AT; 2:00PM NT; 10:30AM MT

Issue: HUEBA Implementation

Description:

Implementation is underway for the use of a compressed air device for personnel traveling by helicopter to offshore facilities.

Recent Activity:

- HUEBA Implementation target date is now anticipated to be 4th Quarter 2007. The C-NLOPB sent a letter to CAPP confirming their interest in the EBS implementation and received an update from CAPP in Calgary the week of April 16th. CAPP has responded to the C-NLOPB letter in writing (*copy distributed with meeting package*).
- The HUEBA Task Force met on June 13th, 2007. Helly Hansen was awarded the contract to supply the suits for NL and NS offshore personnel. NL and NS suits are identical except for the Personnel Locator Beacon (PLB). Operators have agreed to implement the suits in NS prior to implementation in NL. Two reasons for this are to work out all the kinks with respect to training and implementation in NS prior to going live in NL, and due to limited supply quantity for first delivery date. MI is scheduled to complete training with SSTL in September. The CRFs to incorporate HUEBA in the Training and Qualifications Standard Practice were approved by the HUEBA TF and will go to the TQC at their next meeting June 18th.

Current Action:

- The operators' contracts people will review SSTL's video user agreement and video invoice.
 - Other priorities involve developing the communications package which will consist of two presentations, one for management and one for offshore personnel, as well as video, forms, FAQ's etc. The second priority is the medical guide review which is being conducted by the Fitness to Work Task Force with the help of Dr. [REDACTED]. See below for more detail. (*Sec. Note: see attached HUEBA EBS Implementation Plan from the May 3 meeting.*)
-

Issue: CAPP East Coast Medical Assessment for Fitness to Work Offshore Guideline

Description:

The Safety Sub-Committee deemed it timely to update the Guideline ensuring that issues of medical frequencies, reciprocity, EBS, and equivalencies will be addressed in the next edition.

Recent Activity:

- A task group was struck to review and update the guideline; the task group is chaired by [REDACTED] (Petro-Canada) and includes representation from operators and medical professionals. The TG has broken out into two sub groups, one to address the EBS component and one to update the guideline.
- One item which required significant review is the X-ray requirement currently in place under the HUEBA recommended practices. The TG originally recommended that the FTW Guide align itself with the current UK/Norway practice whereby the chest X-ray is eliminated. Upon further review it was determined that Canadian Standards Association (CSA) standard for occupational diving training requires the X-ray, so the TG is working to resolve this discrepancy within the Guide (possibly grandfathering with a 3 year chest X-ray).
- Another area being addressed is the medical screening requirement; the TG is investigating moving away from the age based screening to a bi-annual screening which is thought to be more non-discriminatory. Individual company policies may exceed this.

EXHIBIT/P-00122

CAPP Safety Sub-committee
Issue Tracking
Updated June 2007

pg 4 of 9

- The TG is also working on incorporating a “change in health status” in the guide. This will provide more medical assessment accountability in the Guide by ensuring things like operations; medical conditions, etc., get reported.

Current Action:

- The TG will present the FTW modifications to the HUEBA TF and will discuss impact on personnel and communication with the regulatory Boards
- The next meeting of the FTW TG is July 4th.
- The draft guide will be available for the Safety SC review in the near future.



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Issue Tracking – updated August 2007

RECENT MEETING OF SUB-COMMITTEE: JULY 11TH, 2007

ATTENDEES: Halifax: [REDACTED], CAPP

St. John's: [REDACTED], Petro-Canada
[REDACTED], TransOcean (CAODC)
[REDACTED], Norsk Hydro
[REDACTED], Norsk Hydro
[REDACTED], Husky Energy
[REDACTED], CAPP

NEXT MEETING DATE: WEDNESDAY, SEPTEMBER 5TH, 2007 AT 1:30PM AT; 2:00PM NT; 10:30AM MT

2100, 350 – 7th Ave. S.W.
Calgary, Alberta
Canada T2P 3N9
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Tel (709) 724-4200
Fax (709) 724-4225

Email: communication@capp.ca Website: www.capp.ca

Issue: HUEBA Implementation**Description:**

Implementation is underway for the use of a compressed air device for personnel traveling by helicopter to offshore facilities.

Recent Activity:

- HUEBA Implementation target date is now anticipated to take place early September in NS and November in NL. Operators have agreed to implement the suits in NS prior to implementation in NL. Two reasons for the NS trial period are to work out all the kinks with respect to training and implementation in NS prior to going live in NL, and due to limited supply quantity for first delivery date.
- The SSTL and the MI have an agreed training date confirmed for train the trainer.
- The FTW TF held a meeting in July and will draft a supplement to the CAPP Medical Guide to address the screening requirements.
- The video user agreement and invoice for the SSTL video is being handled by the contract managers for each operator and the Training Institutes are to enter into their own arrangements with each of the operators to provide the HUEBA training. The HUEBA Task Force met on June 13th, 2007. Helly Hansen was awarded the contract to supply the suits for NL and NS offshore personnel. NL and NS suits are identical except for the Personnel Locator Beacon (PLB). MI is scheduled to complete training with SSTL in September.

Current Action:

- The CRFs to incorporate HUEBA in the Training and Qualifications Standard Practice were approved by the HUEBA TF and with a small amendment (removal of the reference to Offshore Helicopter Safety (OHS) the CRF's were approved by the TQC on June 18th.

Issue: CAPP East Coast Medical Assessment for Fitness to Work Offshore Guideline

Description:

The Safety Sub-Committee deemed it timely to update the Guideline ensuring that issues of medical frequencies, reciprocity, EBS, and equivalencies will be addressed in the next edition.

Recent Activity:

- A task group was struck to review and update the guideline; the task group is chaired by [REDACTED] (Petro-Canada) and includes representation from operators and medical professionals. The TG has broken out into two sub groups, one to address the EBS component and one to update the guideline.
- One item which required significant review is the X-ray requirement currently in place under the HUEBA recommended practices. The TG originally recommended that the FTW Guide align itself with the current UK/Norway practice whereby the chest X-ray is eliminated. Upon further review it was determined that Canadian Standards Association (CSA) standard for occupational diving training requires the X-ray, so the TG is working to resolve this discrepancy within the Guide (possibly grandfathering with a 3 year chest X-ray).
- Another area being addressed is the medical screening requirement; the TG is investigating moving away from the age based screening to a bi-annual screening which is thought to be more non-discriminatory. Individual company policies may exceed this.
- The TG is also working on incorporating a "change in health status" in the guide. This will provide more medical assessment accountability in the Guide by ensuring things like operations; medical conditions, etc., get reported.

Current Action:

- The TG will present the FTW modifications to the HUEBA TF and will discuss impact on personnel and communication with the regulatory Boards
 - The next meeting of the FTW TG was on July 4th. A meeting summary will be distributed to the Safety SC once finalized.
 - The TF has requested more information from Dr. [REDACTED] of the UK regarding the discrepancy between the UK and Canada practice with respect to the X-ray requirement. Once resolved, the amendment to the draft guide will be available for the Safety SC review in the near future.
-



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Issue Tracking – updated September 2007

RECENT MEETING OF SUB-COMMITTEE:

SEPTEMBER 5, 2007

ATTENDEES:

HALIFAX:

[REDACTED], CAPP

ST. JOHN'S:

[REDACTED] Petro-Canada

[REDACTED] ExxonMobil

[REDACTED] Norsk Hydro

Paul Barnes, CAPP

[REDACTED] Husky Energy

[REDACTED] CAPP

DRAFT

NEXT MEETING DATE:

Wednesday, October 16, 2007 at 1:30pm AST; 2:00pm NST; 10:30am MST

2100, 350 – 7th Ave. S.W.
Calgary, Alberta
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Tel (403) 267-1100
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Canada A1C 1B6
Tel (709) 724-4200
Fax (709) 724-4225

Email: communication@capp.ca Website: www.capp.ca

Issue: HUEBA Implementation

Description:

Implementation is underway for the use of a compressed air device for personnel traveling by helicopter to offshore facilities.

Recent Activity (*Sec note: updated after Sept 13 HUEBA TG meeting*):

- On September 24, 2007 new helicopter suits were officially implemented offshore NS without the HUEBA device (the device is designed and purchased for the suits but outstanding medical issues delayed the implantation of the device at this time – refer to bullet below). A Helly Hansen representative has been at the heliport providing instruction, and the video for the use of the suit has been integrated with Canadian Helicopter's video for viewing at the heliport. Survival Systems (SSTL) is ready to training offshore personnel.
- The Marine Institute (MI) has ordered the helicopter suits and HUEBA device from Helly Hansen and Aqualung, respectively. The schedule for delivery is not fixed, however both suppliers have assured the MI that the items will be available in time to commence training (anticipated start date for use of the suits in NL is November 1, 2007).
- The outstanding invoice for the training video from SSTL will be split equally among the four operating CAPP members and invoiced accordingly by SSTL. All operators have been notified of this arrangement. The legal release has been completed and will be provided by SSTL to [REDACTED] of

ExxonMobil; once received, [REDACTED] will review with legal council and provide to other operators for review.

- The Train the Trainer session has been rescheduled to the first week of October 2007 at SSTL; 2 instructors from the MI will attend the training. Further, any differences between MI & SSTL training will be identified through the course review being conducted by the Training and Qualifications Committee (TQC) (Phase II of the Safety Training Study) – to occur within six months of the start of the training.
- An information package has been prepared for the implementation of HUEBA and the new helicopter suit. Outstanding items are the report from the medical working group regarding the requirements for the medical fitness assessment (see bullet point below). A technical standard for HUEBA will be a component of this package as well as detailed instructions for what to do at the heliports and PowerPoint presentations directed at both management and offshore personnel.
- The change request forms for the TQC have been completed and approved; this training will be included in the updated 2006 document.
- The CAPP Medical FTW TG has recently developed a recommendation for the protocol for assessing fitness to train on this device. A meeting of operators' medical and legal teams is planned for Sept 26th at which the recommendation will be reviewed. Next steps for the work of the Medical Task Group and HUEBA Task Group will be assessed after this meeting (*more detail under Fitness to Work item below*).

Current Action:

- There remain ongoing discussions to finalize outstanding medical and legal issues. The Safety SC will be kept apprised.

Issue: CAPP East Coast Medical Assessment for Fitness to Work Offshore Guideline

Description:

The Safety Sub-Committee deemed it timely to update the Guideline ensuring that issues of medical frequencies, reciprocity, HUEBA, and equivalencies will be addressed in the next edition.

Recent Activity:

- A task group was struck to review and update the guideline; the task group is chaired by [REDACTED] (Petro-Canada) and includes representation from operators and medical professionals. The TG has broken out into two sub groups, one to address the HUEBA component and one to update the guideline.
- The HUEBA task group has been meeting to assess the best medical assessment protocol required to mitigate risk associated with training on a compressed air device; these discussions are ongoing.
- Another area being addressed is the medical screening requirement; the TG is investigating moving away from the age based screening to a bi-annual screening which is thought to be more non-discriminatory. Individual company policies may exceed this.
- The TG is also working on incorporating a “change in health status” in the guide. This will provide more medical assessment accountability in the Guide by ensuring things like operations; medical conditions, etc., get reported.
- There was a request at the Safety SC for the FTW TG to discuss BMI and how to address the issue.

Current Action:

- The FTW TG has deferred discussion about the update of the guide whilst the time-sensitive discussions regarding the implementation of the HUEBA device are ongoing. The TG directed that operators’ medical and legal personnel become involved in the discussions and these representatives are undertaking parallel assessment of outstanding issues (*sec note: multiple meetings have occurred throughout September and are anticipated into the early part of October, the Safety SC will be kept apprised – copies of meeting summaries are available if members of the SC would like – contact [REDACTED] for additional information*).
-



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Issue Tracking – updated October 2007

RECENT MEETING OF SUB-COMMITTEE:

OCTOBER 16, 2007

ATTENDEES:

HALIFAX:

[REDACTED] EnCana

ST. JOHN'S:

[REDACTED] Petro-Canada

[REDACTED] ExxonMobil

[REDACTED] StatoilHydro

Paul Barnes, CAPP

[REDACTED] Husky Energy

[REDACTED] CAPP

[REDACTED], CAPP

DRAFT

Guests:

[REDACTED] Definitions (presented item 1-D)

[REDACTED] CNSOPB (presented item 2-D)

NEXT MEETING DATE:

Tuesday, November 27, 2007 at 1:30pm AST; 2:00pm NST; 10:30am MST

27107

2100, 350 – 7th Ave. S.W.
Calgary, Alberta
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Tel (403) 267-1100
Fax (403) 261-4622

403, 235 Water Street
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Canada A1C 1B6
Tel (709) 724-4200
Fax (709) 724-4225

Email: communication@capp.ca Website: www.capp.ca

Issue: HUEBA Implementation

Description:

Implementation is underway for the use of a compressed air device for personnel traveling by helicopter to offshore facilities.

Status:

- A draft of the HUEBA implementation Guide and Standard was circulated to the HUEBA Task Force and is being reviewed.
- Implementation of the suits in NS has occurred and issues identified (there were a few issues with respect to suit fit and the logistics of getting the suits into use by all crews, removal of old suits etc.); these issues are being rectified and any changes in the roll out plan incorporated for the NL roll out (on target for November 1, 2007).
- Medical and legal discussions continue and training options that would require no additional medical assessment are being considered.

Current Action:

- The HUEBA TG is intending to meet within the next week to progress implementation – meeting date TBD.

Issue: CAPP East Coast Medical Assessment for Fitness to Work Offshore Guideline

Description:

The Safety Sub-Committee deemed it timely to update the Guideline ensuring that issues of medical frequencies, reciprocity, HUEBA, and equivalencies will be addressed in the next edition.

Status:

- A task group was struck to review and update the guideline; the task group is chaired by [REDACTED] (Petro-Canada) and includes representation from operators and medical professionals. The TG has broken out into two sub groups, one to address the HUEBA component and one to update the guideline.
- The HUEBA task group has been meeting to determine the medical assessment protocol required to mitigate risk associated with training on a compressed air device; these discussions are ongoing.
- With respect to the Guide update: the areas specifically being reviewed and revised include: medical screening, change in health status notification requirement, and BMI #.
- The safety SC requested that the TG consider the occurrence of medical information being received by a physician during an assessment but not communicated to the employer because it is not felt to be pertinent.

Current Action:

- The FTW TG has deferred discussion about the update of the guide whilst the time-sensitive discussions regarding the implementation of the HUEBA device are ongoing. Multiple meetings have occurred throughout September and October, copies of the meeting summaries are available if members of the SC would like. Contact [REDACTED] for additional information.



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Issue Tracking – updated January 2008

RECENT MEETING OF SUB-COMMITTEE:

JANUARY 30, 2008

ATTENDEES:

HALIFAX:

[REDACTED], EnCana
[REDACTED], CAPP

ST. JOHN'S:

[REDACTED], Petro-Canada
[REDACTED], ExxonMobil
[REDACTED], StatoilHydro
Paul Barnes, CAPP
[REDACTED], Husky Energy
[REDACTED], CAPP
[REDACTED], CAPP
[REDACTED], ExxonMobil
[REDACTED], CAODC

DRAFT

Guests:

[REDACTED] CNSOPB
[REDACTED] C-NLOPB

NEXT MEETING DATE:

Tuesday, March 11, 2008 at 1:30pm AST; 2:00pm NST; 10:30am MST

2100, 350 – 7th Ave. S.W.
Calgary, Alberta
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Tel (403) 267-1100
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403, 235 Water Street
St. John's, Newfoundland
Canada A1C 1B6
Tel (709) 724-4200
Fax (709) 724-4225

Email: communication@capp.ca Website: www.capp.ca

Issue: HUEBA Implementation

Description:

Implementation is underway for the use of a compressed air device for personnel traveling by helicopter to offshore facilities.

Status:

- A draft of the HUEBA implementation Guide and Standard was circulated to the HUEBA Task Force and is being reviewed.
- Suits have been in use in both jurisdictions since November 2007, some fit issues are being worked out; the HUEBA device is not on the suit while implementation issues continue to be assessed
- Medical and legal discussions continue and a training plan devised.

Current Action:

- The HUEBA TF continues to meet to progress implementation.
- The operators on the HUEBA TF are in discussions internally to consider a phased approach to the training.

Issue: CAPP East Coast Medical Assessment for Fitness to Work Offshore Guideline

Description:

The Safety Sub-Committee deemed it timely to update the Guideline ensuring that issues of medical frequencies, reciprocity, HUEBA, and equivalencies will be addressed in the next edition.

Status:

- A task group was struck to review and update the guideline; the task group is chaired by [REDACTED] (Petro-Canada) and includes representation from operators and medical professionals. The TG has broken out into two sub groups, one to address the HUEBA component and one to update the guideline.
- The HUEBA task group has been meeting to determine the medical assessment protocol required to mitigate risk associated with training on a compressed air device; these discussions are ongoing.
- With respect to the Guide update: the areas specifically being reviewed and revised include: medical screening, change in health status notification requirement, and BMI #.
- The safety SC requested that the TG consider the occurrence of medical information being received by a physician during an assessment but not communicated to the employer because it is not felt to be pertinent.

Current Action:

- The FTW TG has deferred discussion about the update of the guide whilst the time-sensitive discussions regarding the implementation of the HUEBA device are ongoing. Multiple meetings have occurred throughout Q4 2007 and Q1 2008, copies of the meeting summaries are available if members of the SC would like. Contact [REDACTED] for additional information.
 - The update of the Guide is a priority for 2008
-
- [REDACTED]
- [REDACTED]
- [REDACTED]

EXHIBIT/P-00122

STATUS OF TRAINING PLAN FOR A COMPRESSED AIR EMERGENCY BREATHING APPARATUS

FEBRUARY 18, 2008

FROM: [REDACTED]
[REDACTED]

BACKGROUND

In 2006 oil and gas industry operators agreed to assess the medical risk associated with implementing the use of, and training on, a compressed air Emergency Breathing Apparatus (EBS) unit. The EBS is now referred to as the compressed air Helicopter Underwater Emergency Breathing Apparatus (HUEBA). In 2006 CAPP commissioned review of the medical risk arising from the use of the device and requested feedback on two scenarios: training to a maximum water depth of 1.0 metre and training within the helicopter underwater escape trainer (HUET) which would take trainees to a water depth of 1.8 metres.

Feedback from the medical expert indicated that there is a near zero risk associated with training to 1.0 metre water depth and that the small increase in risk of training to 1.8 metres could be minimized by implementing additions to the medical assessment conducted prior to training. At that time, The CAPP Safety Sub-Committee and ACC approved concurrent undertakings: the development of a training and implementation plan for the use of a compressed air HUEBA, and review of the existing medical assessment to determine any changes required to reduce the medical risk associated with training to 1.8 metres (includes the used of a HUET).

Near the end of 2007 the CAPP Medical Team responded with a caution about training using the compressed air HUEBA at a depth of 1.8 metres. They also requested further review by medical experts of additional measures for medical assessment to train at 1.0 metres (these measures were not recommended for this depth by the medical expert previously consulted). The CAPP Medical Team met with CAPP operators and their legal advisors to consider the next steps. It was deemed important to obtain the medical expert's advice/opinion regarding the amount of risk and the type of procedures that would reduce the risk. Based upon the advice/feedback received from the medical expert in response to this inquiry, a phased approach to training has been proposed for operators' consideration. This approach and the various considerations associated with the approach are discussed in detail below.

CONSIDERATIONS FOR TRAINING PLAN

There are two possible training standards: training for use of a compressed air HUEBA at a maximum water depth of 1.0 metre and training for use of a compressed air HUEBA at a maximum water depth of 1.8 metres. Training at 1.0 metre water depth would include an introduction to the unit and several exercises in the classroom (lecture, demonstration) and pool (demonstration, practice) using the device. Training at 1.8 metres water depth would also include using the HUEBA during HUET exercises.

1.0 metres

Benefits: introduction to the unit and practice with the unit in wet scenarios; near zero medical risk; no added medical assessment (CAPP existing medical assessment is viewed by the external medical expert as adequate with the addition of a few questions asked of trainees just prior to training in order

EXHIBIT/P-00122

to assess any changes in medical status since the last medical, and any existing acute medical conditions such as a cold).

Considerations: 1.0 metres does not allow for training on the unit within the HUET – thus the trainees do not benefit from emergency escape scenario training.

1.8 metres

Benefits: use of the device during HUET exercises simulates more aspects of use of the device in an emergency situation, such as escaping through the window, and traveling through the water using the device.

Considerations: increased medical risk over 1.0 metres requires additional measures to the existing CAPP medical assessment (i.e., chest x-ray and specific spirometry parameters)

Medical expert advice received in 2006 for the training plan: implement training to include the HUET as it has been proved that training which reduces the requirement for rational thought during an emergency is most effective to increase chances of survival.

PROPOSED APPROACH TO TRAINING

SUMMARY

Implement a training standard for use of compressed air HUEBA at a maximum depth of 1.0 metres.

Continue additional risk assessment work required to develop a training standard for use of compressed air HUEBA at a maximum depth of 1.8 metres with the intention of phasing in the 1.8 metres standard with the use of the HUET upon approval of the standard by the operators.

DISCUSSION

The medical expert has confirmed that training to a maximum water depth of 1.0 metres presents a “near zero” medical risk, and it has been confirmed by operator representatives that this training standard would conform to an ALARP risk level. Therefore, it is proposed that training to this depth be implemented as soon as possible. However, there remains interest in implementing a training standard for training at a maximum depth of 1.8 metres (i.e. training at each training facility in the HUET). Therefore, it is proposed that a Risk Assessment be conducted to review the training standard of 1.8 metres water depth at a time when the external medical expert is available to participate. As a result, there would be a phased approach to the training, commencing as soon as possible with training to a depth of 1.0 meters with as much wet training as feasible (specific training objectives have been identified), and moving towards full training in the HUET based upon further risk assessment.

Note to Inquiry reader:

*This email notes a CAPP
Medical subgroup meeting.
CAPP staff were not present.
The Chair of the subgroup was
not present.*


██████████
The medical subgroup met on February 27, 2008 to review recommendations for medical requirements for HUEBA training at 1.0 metre or less. Attendees included ██████████ Dr. ██████████, Dr. ██████████ and ██████████. Unfortunately Dr. ██████████ could not attend.

We thought we had consensus on the recommendations at the end of the meeting however since then further concerns have been expressed on one aspect by a member of the group. At this point there would appear to be consensus on the following at a minimum;

a requirement that there has been a baseline Chest X-Ray (PA & Lateral) prior to training. All trainees would be required to provide evidence of a normal Chest X-Ray (historic or current)
basic spirometry with results for FEV1/FVC > 70%
a pre-training health questionnaire for use at the training institutes to rule out acute problems. The process for use and follow-up of this questionnaire must be in place prior to any training.

EXHIBIT/P-00122

The one issue on which agreement is no longer clear is whether there is a need for physician-based assessment of individuals who would be undertaking HUEBA training prior to their next scheduled medical certification. We have agreed that enhancements to the contents of the medical assessment represent good practice and general improvement on a go forward basis.

 Sr. Occupational Health Nurse Administrator



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Issue Tracking – updated April 2008

RECENT MEETING OF SUB-COMMITTEE:

MARCH 11, 2008

ATTENDEES:

HALIFAX:

[REDACTED] EnCana
[REDACTED] CAPP

ST. JOHN'S:

[REDACTED] CAPP
[REDACTED] ExxonMobil
[REDACTED] Petro-Canada
Paul Barnes, CAPP
[REDACTED] Husky Energy

DRAFT

Guests:

2100, 350 – 7th Ave. S.W.
Calgary, Alberta
Canada T2P 3N9
Tel (403) 267-1100
Fax (403) 261-4622

403, 235 Water Street
St. John's, Newfoundland
Canada A1C 1B6
Tel (709) 724-4200
Fax (709) 724-4225

Email: communication@capp.ca Website: www.capp.ca

Issue: HUEBA Implementation

Description:

Implementation is underway for the use of a compressed air device for personnel traveling by helicopter to offshore facilities.

Status:

- A draft of the HUEBA implementation Guide and Standard was circulated to the HUEBA Task Force and is being reviewed.
- Suits have been in use in both jurisdictions since November 2007, some fit issues are being worked out; the HUEBA device is not on the suit while implementation issues for the device continue to be assessed
- Medical and legal discussions continue and a training plan devised.

Current Action:

- The HUEBA TF continues to meet to progress implementation.
 - The operators on the HUEBA TF are in discussions internally to consider a appropriate approach to the training.
-

Issue: CAPP East Coast Medical Assessment for Fitness to Work Offshore Guideline

Description:

The Safety Sub-Committee deemed it timely to update the Guideline ensuring that issues of medical frequencies, reciprocity, HUEBA, and equivalencies will be addressed in the next edition.

Status:

- A task group was struck to review and update the guideline; the task group was chaired by [REDACTED] (Petro-Canada), with [REDACTED]'s change in position a new chair will need to be identified. The task group includes representation from operators and medical professionals. The task group has divided into two sub groups, one to address HUEBA implementation and one to update the guideline.
- The HUEBA task group has been meeting to determine the medical assessment protocol required to mitigate risk associated with training on a compressed air device; these discussions are ongoing.
- With respect to the Guide update: the areas specifically being reviewed and revised include: medical screening, change in health status notification requirement, and BMI number.
- The Safety SC requested that the task group consider the risk that medical information may be received by a physician during an assessment but not communicated to the employer because it is not felt to be pertinent.

Current Action:

- The FTW TG has deferred discussion about the update of the guide whilst the time-sensitive discussions regarding the implementation of the HUEBA device are ongoing. Multiple meetings have occurred throughout Q4 2007 and Q1 2008, copies of the meeting summaries are available if

members of the Safety SC would like them. Contact [REDACTED] for additional information.

- The update of the Guide is a priority for 2008
-



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Meeting Summary Notes

MEETING DATE: April 17, 2008

COMMITTEE: Atlantic Canada Executive Policy Group

NOTE TAKER: Paul Barnes – Manager, Atlantic Canada

Attendees

Meeting Room in St. John's

[REDACTED] CAPP
[REDACTED] CAPP
[REDACTED] CAPP
[REDACTED], Imperial Oil Resources
[REDACTED] Husky Energy
[REDACTED], Petro-Canada (attending for Alan Brown)
[REDACTED], ConocoPhillips Canada
[REDACTED], Murphy Oil Company
[REDACTED], StatoilHydro Canada (attending for Erik Abrahamsen)
[REDACTED], ExxonMobil
[REDACTED], Chevron (attending for James Bates)

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EXHIBIT/P-00122

*CAPP Atlantic Canada Executive Policy Group
April 17, 2008 - Meeting Summary Notes
Page 2 of 4*



Safety Committee:

 has sought and gained approval from his management to be the new chair of this committee. EPG members concurred. Members were also updated on the EBS issue. The current east coast operators are further assessing the medical risks associated with the compressed air device (and alternate solutions) to identify a solution which appropriately enhances chances of survival while mitigating medical risks associated with training. This is a complex task. A decision/direction is expected in Q2/Q3 timeframe.



RECENT MEETING OF SUB-COMMITTEE: APRIL 29, 2008

ATTENDEES: HALIFAX: [REDACTED], EnCana
[REDACTED], CAPP
ST. JOHN'S: [REDACTED], ExxonMobil
[REDACTED], Petro-Canada
[REDACTED], Husky Energy
CALGARY: Paul Barnes, CAPP
GUESTS:

NEXT MEETING DATE: Tuesday, June 10, 2008 with Offshore Petroleum Board representation

Issue: HUEBA Implementation

Description:

Implementation is underway for the use of a compressed air device for personnel traveling by helicopter to offshore facilities.

Status:

- A draft of the HUEBA implementation Code and Standard was circulated to the HUEBA Task Force and is being reviewed.
- Suits have been in use in both jurisdictions since November 2007, some fit issues are being worked out; the HUEBA device is not on the suit while implementation issues for the device continue to be assessed.
- The operators on the HUEBA TF are in discussions internally to consider an appropriate approach to the training on/with the device, however, it is unclear how these discussions are progressing, the exact nature of the remaining concerns, and when a resolution could be anticipated. It also appears that ExxonMobil is leading a search on behalf of the operators on the TF for additional information though it is unclear to the status of that and the specific information being sought. The Safety Committee needs to ascertain appropriate messaging for the regulators as inquiries are anticipated in the near future.

Current Action:

- ██████████ to seek an update from the operators on the TF and summarize the status for communication to the Boards.

Issue: CAPP East Coast Medical Assessment for Fitness to Work Offshore Guideline

Description:

The Safety Sub-Committee deemed it timely to update the Guideline ensuring that issues of medical frequencies, respiratory, HUEBA and equivalencies will be addressed in the next edition.

Status:

- A task group was struck to review and update the guideline; the task group was chaired by [REDACTED] (Petro Canada), with [REDACTED] change in position a new chair will need to be identified. The task group includes representation from operators and medical professionals. The task group has divided into two subgroups, one to address HUEBA implementation and one to update the guideline.
- The HUEBA task group has been meeting to determine the medical assessment protocol required to mitigate risk associated with training on a compressed air device; these discussions are ongoing.
- With respect to the Guide update: the areas specifically being reviewed and revised include: medical screening, change in health status notification requirement, and BMI number.
- The Safety SC requested that the task group consider the risk that medical information may be received by a physician during an assessment but not communicated to the employer because it is not felt to be pertinent.

Current Action:

- The FTW TG has deferred discussion about the update of the guide whilst the time-sensitive discussions regarding the implementation of the HUEBA device are ongoing. Multiple meetings have occurred throughout Q4 2007 and Q1 2008, copies of the meeting summaries are available if members of the Safety SC would like them. Contact [REDACTED] for additional information.
 - The update of the Guide is a priority for 2008 – [REDACTED] to confirm with [REDACTED] whether he intends to continue as chair of this Task Group (*sec. note: [REDACTED] not available to continue as chair – a new chair will need to be identified*)
-



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Meeting Summary Notes

MEETING DATE: June 2, 2008

COMMITTEE: Atlantic Canada Executive Policy Group

NOTE TAKER: Paul Barnes – Manager, Atlantic Canada

Attendees

Meeting Room in Calgary

Paul Barnes, CAPP

[REDACTED], CAPP

[REDACTED], CAPP

[REDACTED], Imperial Oil Resources

[REDACTED], ConocoPhillips Canada

[REDACTED], Murphy Oil Company

[REDACTED], StatoilHydro Canada

Attending via conference call

[REDACTED], ExxonMobil Canada

[REDACTED], Husky Energy (attending for Ruud Zoon)

[REDACTED], StatoilHydro Canada

[REDACTED], Petro-Canada (attending for Allan Brown)

[REDACTED], CAPP

EXHIBIT/P-00122

CAPP Atlantic Canada Executive Policy Group

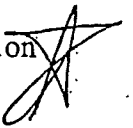
June 2, 2008 - Meeting Summary Notes

Page 3 of 4

Safety Committee:

HEUBA

The three offshore facility owners (ExxonMobil, Petro-Canada and Husky Energy) have been undertaking internal discussions with respect to the medical requirements associated with training on an EBS (Escape Breathing System). There is a meeting of all the Atlantic Canada operators scheduled for June 17, 2008 to progress the discussions.



RECENT MEETING OF SUB-COMMITTEE: JUNE 10, 2008

ATTENDEES:

HALIFAX:

[REDACTED], EnCana
[REDACTED], CAPP
[REDACTED], ExxonMobil

ST. JOHN'S:

[REDACTED], ExxonMobil
[REDACTED], Petro-Canada
[REDACTED], Husky Energy (Chair)
[REDACTED], StatOil Hydro
[REDACTED], StatOil Hydro
Paul Barnes, CAPP

CALGARY:

GUESTS:

[REDACTED], CNSOPB, Halifax (2nd half)
[REDACTED], C-NLOPB, St. John's (2nd half)

• **Status of HUEBA**

Operators are continuing the discussions pertaining to medical risk and training on the EBS device. The next meeting of the operator group is planned for June 17th, 2008. The Board representatives requested a joint update, potentially via videoconference, within the next month.

Action: CAPP & Members to update the Boards as soon as possible via join meeting

Issue: HUEBA Implementation

Description:

Implementation is underway for the use of a compressed air device for personnel traveling by helicopter to offshore facilities.

Status:

- A draft of the HUEBA implementation Guide and Standard was circulated to the HUEBA Task Force.
- Suits have been in use since November 2007, some material/fit issues are being assessed and addressed; the HUEBA device is not on the suit while the implementation process remains ongoing
- The operators on the HUEBA TF are in discussions internally to consider an appropriate approach to the training on/with the device, however, it is unclear how these discussions are progressing, the exact nature of the remaining concerns, and when a resolution could be anticipated. It also appears that ExxonMobil is leading a search on behalf of the operators on the TF for additional information though it is unclear as to the status of that and the specific information being sought. The Safety Committee needs to ascertain appropriate messaging for the regulators as inquiries are anticipated in the near future.

Current Action:

- Operators to meet on June 17th to progress discussions (*Sec note: postponed, date to-be-determined*)
- Boards to be updated simultaneously before the end of July 2008

Issue: CAPP East Coast Medical Assessment for Fitness to Work Offshore Guideline

Description:

The Safety Sub-Committee deemed it timely to update the Guideline ensuring that issues of medical frequencies, reciprocity, HUEBA, and equivalencies will be addressed in the next edition.

Status:

- A task group was struck to review and update the guideline; the task group was chaired by [REDACTED] (Petro-Canada), with [REDACTED] change in position a new chair will need to be identified. The task group includes representation from operators and medical professionals. The task group has divided into two sub groups, one to address HUEBA implementation and one to update the guideline.
- The HUEBA task group has been meeting to determine the medical assessment protocol required to mitigate risk associated with training on a compressed air device; these discussions are ongoing.
- With respect to the Guide update, the areas specifically being reviewed and revised include: medical screening, change in health status notification requirement, and BMI number.
- The Safety SC requested that the task group consider the risk that medical information may be received by a physician during an assessment but not communicated to the employer because it is not felt to be pertinent.

Current Action:

- The FTW-TG has deferred discussion about the update of the guide whilst the time-sensitive discussions regarding the implementation of the HUEBA device are ongoing. Multiple meetings have occurred throughout Q4 2007 and Q1 2008, copies of the meeting summaries are available if members of the Safety SC would like them. Contact [REDACTED] at [REDACTED] for additional information.
 - The update of the Guide is a priority for 2008 – [REDACTED] to confirm with [REDACTED] whether he intends to continue as chair of this Task Group (*sec. note: [REDACTED] is not available to continue as chair – a new chair will need to be identified*)
-

STATUS OF ONGOING ACTIVITIES TO IMPLEMENT A HELICOPTER UNDERWATER
ESCAPE BREATHING APPARATUS IN ATLANTIC CANADA

SEPTEMBER 2008

TO: CAPP ATLANTIC CANADA SAFETY COMMITTEE
HUEBA TASK GROUP
FROM: [REDACTED] CAPP

BACKGROUND

Industry and regulators in Atlantic Canada agree to the value of implementing a Helicopter Underwater Escape Breathing Apparatus (HUEBA) as a standard component of safety equipment carried by all offshore oil and gas workforce personnel. Over the past several years substantial efforts have been made to determine the best approach and most advantageous equipment to implement. In 2006 it was agreed that the best technology to have in an emergency situation is a compressed air device. That year there was agreement to commence the procedure of implementing a compressed air device, with the caveat that the medical risks associated with the use of the device in training be further reviewed and a training plan developed to mitigate the risk. Throughout 2007 all aspects of implementation of the compressed air device were progressed: new suits were developed and are now in use, training institutes became prepared to train with the device, transport containers were obtained and consultations with Transport Canada regarding the transport of the compressed air bottles were concluded. However, the discussions regarding medical risk associated with training on the compressed air device remain ongoing. The challenge with implementing a training protocol that mitigates risk while ensuring the workforce is well prepared to use the device in an emergency situation has not been resolved.

DISCUSSION / NEXT STEPS

Given the advice received from industry's medical team that there is a medical risk, low but not easily quantifiable, in training on a compressed air device, industry members agree that the most appropriate response to address the risk is to review all options available to mitigate this risk, including reviewing the options available for the device chosen. Therefore, on August 22, 2008, industry proposed to regulators that the next step in implementing a HUEBA is to step back and review all that is known or available about the three HUEBA devices: compressed air, rebreather, and hybrid-rebreathers. Information on all aspects (medical, training protocols/philosophies, mitigation measures, suit implications, etc.) will be sought from local and overseas cold water basins. Lessons learned in other jurisdictions, and any new research on the options available, will be valuable in determining a local solution. The review will be led by a team of industry and regulators and will be conducted in the fall 2008. A component of which will include discussions with Canadian organizations (training institutes, military, medical expertise) followed by a trip overseas to view first hand what has been done in jurisdictions such as Norway, Netherlands and the UK to implement a breathing apparatus as part of their standard safety equipment. The review team will compile all information gathered and determine what device and training protocol will best fit for Atlantic Canada and make a recommendation to the CAPP Executive before the end of 2008. The HUEBA Task Force and CAPP Safety Committee will be kept apprised as the work of the review team progresses.

CONTACT INFO

For further information, or to discuss in greater detail, please contact [REDACTED] of CAPP at [REDACTED]
[REDACTED]



Meeting Summary Notes

MEETING DATE: October 1, 2008
COMMITTEE: Atlantic Canada Executive Policy Group
NOTE TAKER: Paul Barnes – Manager, Atlantic Canada

Attendees

Meeting Room in Calgary Paul Barnes, CAPP

[REDACTED] Imperial Oil Resources
[REDACTED] ConocoPhillips Canada
[REDACTED] Murphy Oil Company
[REDACTED] StatoilHydro Canada

Attending via conference call

[REDACTED] Husky Energy
[REDACTED] Husky Energy
[REDACTED] StatoilHydro Canada
[REDACTED] Petro-Canada
[REDACTED] Chevron Canada Resources (attending on behalf of Alan Dunlop)
[REDACTED] CAPP

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EXHIBIT/P-00122

CAPP Atlantic Canada Executive Policy Group

October 1, 2008 - Meeting Summary Notes

Page 4 of 5

Safety Committee:

Emergency Breathing System (EBS)

Industry, supported by regulators, has identified the value of equipping the workforce with an emergency breathing system (EBS) as a component of the standard safety equipment to be carried on all offshore helicopter flights. The various device options are being reviewed in the context of the suits, training scenario and helicopters employed in Atlantic Canada. A component of the review includes becoming familiar with what has been employed in other, similar, cold water jurisdictions (there are three types of EBS options: compressed air system (e.g. spare-air); rebreather; hybrid-rebreather). The review team will visit U.K., Norwegian and Dutch training facilities and meet with key personnel involved in the use of and decision-making regarding EBS in order to obtain hands on knowledge of the relative risks, technical aspects and training protocol options of EBS. The review is to occur over the fall of 2008 with a recommendation on the most appropriate device and training protocol for Atlantic Canada presented to the Atlantic Canada Executive Policy Group by the end of the year.

RECENT MEETING OF SUB-COMMITTEE:

NOVEMBER 4, 2008

ATTENDEES:

HALIFAX:

[REDACTED] ExxonMobil
[REDACTED] EnCana
[REDACTED] CAPP

ST. JOHN'S:

Paul Barnes, CAPP
[REDACTED] Husky
[REDACTED] ExxonMobil
[REDACTED] Transocean
[REDACTED] CAPP

CALGARY:

[REDACTED] Chevron

GUESTS:

NEXT MEETING DATE:

THURSDAY, DECEMBER 11, 2008

Issue: HUEBA Implementation

Description:

Industry is reviewing the application of emergency breathing apparatus in Atlantic Canada.

Status:

- A draft of the HUEBA implementation Guide and Standard was circulated to the HUEBA Task Force.

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Industry
CAPP

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Review
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J

- Suits have been in use since November 2007, some material/fit issues are being assessed and addressed; the HUEBA device is not on the suit while the implementation process remains ongoing.
- The implementation of a compressed air device has been put on hold while a team of operators and regulators reviews all options available with respect to the risks of training and impacts of each available device to the ability to survive an emergency situation. The Review Team is planning an intensive line up of discussions and information collection which will culminate at the end of the year in a formal recommendation to CAPP Executive regarding a HUEBA device for Atlantic Canada.

Current Action:

- HUEBA Review Team (operators and regulators) to conduct a comprehensive review of all available options over the fall 2008 with a formal recommendation submitted by the end of the year.

Issue: CAPP East Coast Medical Assessment for Fitness to Work Offshore Guideline

Description:

The Guideline has been identified for a review; several issues have been noted that require revision (specifically: medical frequencies, reciprocity, HUEBA, equivalencies, etc.).

Status:

- A task group was struck to review and update the guide; the task group was chaired by [REDACTED] (Petro-Canada), with [REDACTED] change in position [REDACTED] Petro-Canada has agreed to chair the task group.
- The areas anticipated to be revised include: medical screening, change in health status notification requirement, and BMI number, in addition, the Safety Committee requested that the task group

Safety Committee

consider the risk that medical information may be received by a physician during an assessment but not communicated to the employer because it is not felt to be pertinent.

Current Action:

- The FTW TG has deferred discussion about the update of the guide while the time-sensitive discussions regarding the implementation of the HUEBA device are ongoing.
- ~~_____~~ will communicate with the Chair to devise an action plan for finalizing the revision of the Guide upon completion of the HUEBA work
- Operators are requested to confirm who their medical representation will be and whether they will also have an operator representative on the task group.

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Public

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[Handwritten notes and scribbles]

RECENT MEETING OF SUB-COMMITTEE:

DECEMBER 11, 2008

ATTENDEES:

HALIFAX:

[REDACTED] ExxonMobil
[REDACTED], Safety First
[REDACTED] CAPP

ST. JOHN'S:

Paul Barnes, CAPP
[REDACTED], Husky
[REDACTED] ExxonMobil
[REDACTED], Petro-Canada
[REDACTED], Transocean
[REDACTED] CAPP

CALGARY:

GUESTS:

NEXT MEETING DATE: JANUARY 28, 2008 (10:30am Calgary; 1:30pm Halifax; 2:00pm St. John's)

*aty Sec
of office
Potential
Members*

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Tel (709) 724-4200
Fax (709) 724-4225

Email: communication@capp.ca Website: www.capp.ca

David Gault

see
refer

SS
↓

Description:

Industry is reviewing the application of emergency breathing apparatus in Atlantic Canada.

Status:

- A draft of the HUEBA Implementation Guide and Standard was circulated to the HUEBA Task Force for review and comment.
- New offshore survival suits have been in use since November 2007 though the HUEBA device is not on the suit while the implementation process remains ongoing
- The HUEBA Review Team (comprised of operators, CAPP and regulators) has provided a recommendation on the use of HUEBA in Atlantic Canada to the CAPP Safety Committee for

discussion at their December 2008 meeting. The recommendation is to proceed with the implementation of a compressed air unit and incorporate training on the unit into required safety training courses though limit the use of the unit in training to pool surface.

- CAPP Safety Committee members indicated some comments on the recommendation language though concurred with proceeding with implementation as per the recommendation of the Review Team

Monday

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Issue: CAPP East Coast Medical Assessment for Fitness to Work Offshore Guideline

Description:

The Guideline has been identified for a review; several issues have been noted that require revision (specifically: medical frequencies, reciprocity, HUEBA, equivalencies, etc.).

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Status:

- A task group was struck to review and update the guide; the task group was chaired by [REDACTED] (Petro-Canada), with [REDACTED] change in position. [REDACTED] Petro-Canada has agreed to chair the task group.
- The areas anticipated to be revised include: medical screening, change in health status notification requirement, and BMI number, in addition, the Safety Committee requested that the task group consider the risk that medical information may be received by a physician during an assessment but not communicated to the employer because it is not felt to be pertinent.
- The CNSOPB requested that the CAPP FTW TG review all aspects of first aid requirements offshore (i.e. listings of medical equipment required to be maintained, number of medics and training personnel, etc.) during its review of this Guide – in response CAPP Safety Committee members suggest that the review of first aid kit contents is not an issue on the installations offshore Atlantic Canada and thus not a necessary component of the work by the FTW TG.

Current Action:

- The FTW TG has deferred discussion about the update of the guide while the time-sensitive discussions regarding the implementation of the HUEBA device are ongoing.
- [REDACTED] will communicate with the Chair to devise an action plan for finalizing the revision of the Guide upon completion of the HUEBA work.
- Operators are requested to confirm who their medical representation will be and whether they will also have an operator representative on the task group.



MEMO

TO: CAPP ATLANTIC CANADA EXECUTIVE POLICY GROUP

FROM: [REDACTED] CAPP ATLANTIC CANADA POLICY ANALYST

DATE: JANUARY 13, 2009

RE: HELICOPTER UNDERWATER ESCAPE BREATHING APPARATUS (HUEBA) USE
IN ATLANTIC CANADA - HUEBA REVIEW TEAM¹ RECOMMENDATION TO
CAPP

RECOMMENDATION

- Implement, as soon as proper procedures are in place, a compressed air unit as the chosen emergency breathing apparatus for offshore petroleum industry helicopter travel
- Implement this consistently across all petroleum industry operations in both the Nova Scotia and Newfoundland & Labrador offshore jurisdictions
- Incorporate the compressed air unit as a component of the required safety training² to include dry familiarization and in-pool training at surface

BACKGROUND

The Atlantic Canadian offshore petroleum industry identified the necessity to include a device within the standard safety gear carried by all offshore workforce personnel that would aid in the ability to egress a ditched helicopter by providing additional air for the escape. In 2006 a compressed air unit was identified as the best available technology. The compressed air unit allows an individual additional time, via providing air while submerged, and could be deployed prior to submersion or underwater.

In 2007 it was proposed that the compressed air device be integrated into the basic safety training though not used within the HUET³. While this recommendation addressed the inability to quantify the precise level of medical risk (i.e. low risk of air embolism), there were concerns that training

¹ HUEBA Review Team members: [REDACTED] CAPP; [REDACTED] CNSOPB; [REDACTED] C-NLOPB; [REDACTED] ExxonMobil; [REDACTED] Husky; [REDACTED] EnCana; [REDACTED] Petro-Canada

² The following courses will include HUEBA training: Basic Survival Training, Basic Survival Training-Recurrent, Offshore Survival Introduction and Offshore Helicopter Safety

³ Helicopter Underwater Escape Training

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403, 235 Water Street
St. John's, Newfoundland and Labrador
Canada A1C 1B6
Tel (709) 724-4200
Fax (709) 724-4225

with compressed air at surface only and not including in-HUET application may not provide the most effective training. Therefore, prior to implementing the device, a thorough review of all options and key learnings from other cold-water basins was undertaken. The HUEBA Review Team (Review Team), consisting of representatives of CAPP, the Offshore Petroleum Boards and industry operators⁴ was established and tasked with completing this review. The Review Team was also asked to identify to what degree the device ought to be incorporated into basic safety training.

DISCUSSION

The Review Team offers its recommendation, described above, as the solution that provides the *lowest overall risk* for personnel traveling offshore in Atlantic Canada based upon information known to date. The Review Team recommends that the emergency breathing apparatus be implemented as soon as possible. This recommendation is based on information gathered through an in-depth review of the application of this device in Atlantic Canada, the experiences of other industries using the device, the experiences of other countries in using alternative technology and consideration for the specific nature of the industry and environment in Atlantic Canada.

ADDITIONAL INFORMATION

The following depicts a more detailed basis for the Review Team's recommendation:

- A compressed air unit is the best available technology for the purpose (CAPP 2006 workshop)
- A compressed air unit can be deployed in a greater variety of accident scenarios (i.e. prior to submersion or underwater) than alternative technology⁵ available at present
- There may be an increased risk of a helicopter roll immediately after ditching in the Atlantic Canada offshore environment (as compared to other cold-water basins visited by the Review Team) when sea states (parameters such as and flying parameters associated with Atlantic Canada conditions are considered
- Compared with alternate technology, there are fewer steps required to deploy the compressed air unit and these steps can be undertaken with one hand
- The compressed air unit allows for a greater duration of time underwater than alternative technology
- The risk of respiratory infection from training on the compressed air unit is the lowest of the available technology⁶

⁴ HUEBA Review Team members: [REDACTED] CAPP; [REDACTED], CNSOPB; [REDACTED] C-NLOPB; [REDACTED] ExxonMobil; [REDACTED], Husky; [REDACTED], EnCana; [REDACTED] Petro-Canada

⁵ 'Alternative technology' reviewed includes the Shark Air Pocket (rebreather), Shark Air Pocket Plus (hybrid-rebreather) and Helly Hansen rebreather (as integrated into a survival suit)

⁶ The incident rate of respiratory infection is near zero, there has been one case in the UK that may have been attributable to using a rebreather system though there was no formal connection; the risk of infection from compressed air use in training is less than a rebreather system and therefore considered As Low As Reasonably Practicable (ALARP)

- Pursuant to expert medical advice, training in water with compressed air at surface (i.e. depths of less than a meter) would require no change to the current CAPP medical requirements (CAPP Fitness to Work Guide)
- The helicopter flight suit currently in use in Atlantic Canada is approved by Transport Canada for the compressed air device, thus the unit, relative to alternate technology, will not have an impact on the suit or implementation
- The suit currently in use in Atlantic Canada is at the maximum buoyancy value permitted by the CGSB Suit Standards, the compressed air unit will not increase that value since it is near neutrally buoyant
- Competency in using the device can be achieved by training at surface while still enabling a student to learn how to use the device in a real helicopter ditching scenario
- All available technologies carry a degree of risk of air embolism
- The low risk of air embolism from the use of the compressed air device can be virtually eliminated by training with the device at the surface⁷; alternative devices necessitate in-HUET training to ensure proper deployment is executed, thus training procedures are employed to minimize the risk of air embolism to the individual
- The use of the compressed air device allows the ability to train for a “worst case” scenario (immediate roll following impact with water), by training at surface while eliminating requirements for additional in-HUET training
- There have been several documented cases of the successful use of compressed air in real emergency situations; there have been no cases of use of alternative technology a real emergency to date

NEXT STEPS

- CAPP members are asked to discuss the recommendation within their company management schemes and seek internal approval as soon as possible
- This recommendation has been reviewed and approved by the CAPP Safety Committee (at their meeting on December 11, 2008) and review and approval is now being sought by the CAPP Atlantic Canada Executive Policy Group (EPG)
- As directed by the CAPP Safety Committee the HUEBA Task Force⁸ is being resurrected and tasked with finalizing implementation

⁷ The small risk of air embolism is difficult to quantify and virtually impossible to rule out, on any device, at any depth; according to medical expertise, this risk can exist with no device employed for some individuals. Two incidents of air embolism have been recorded in HUET training in the North Sea. These incidents are documented and neither resulted in significant or lasting impairment. Relative to the numbers of individuals trained on a compressed air device to date the incident rate has been near zero and can qualify as ALARP risk.

⁸ The HUEBA Task Force is assisted by a CAPP consultant, its membership includes representation from Survival Systems Training Ltd; Marine Institute; CAPP; CAODC; Petro-Canada; Husky; ExxonMobil; StatOil Hydro; EnCana; Cougar Helicopters; CHC Global Operations

TIMELINE

The CAPP and operator approval process for the recommendation (the first two bullets under 'next steps') is targeted for completion by the end of January 2009; the implementation of the device is targeted for Quarter 1 2009



Meeting Summary Notes

MEETING DATE January 20, 2009
COMMITTEE Atlantic Canada EPG
NOTE TAKER Paul Barnes – Manager, Atlantic Canada

Attendees

Meeting Room in Calgary

Paul Barnes, CAPP
[REDACTED] CAPP
[REDACTED], Chevron Canada Resources
[REDACTED] Murphy Oil
[REDACTED] Shell
[REDACTED] Encana
[REDACTED] ConocoPhillips
[REDACTED] Schlumberger/PSAC

Attending via Teleconference

[REDACTED] Husky Energy
[REDACTED] StatoilHydro Canada
[REDACTED] Petro-Canada
[REDACTED] CAPP
[REDACTED] CAPP

Introductory Remarks

[REDACTED]

A-3 Implementation of EBS Device

Members needed additional information before approving the full implementation of the compressed air device. Members felt a complete training plan (including exemption process) and a communication plan is required for EPG review.

Members also wondered if all the cons of the compressed air device have been identified in the memo to the EPG. The memo should also address whether implementation will impact the region's competitiveness and should also contain an analysis of costs versus other systems.

- ✓ *Action: CAPP to inform HEUBA task force to complete its work on both a training plan and communications plan. This information will be provided to EPG for review. Once the EPG has reviewed this material, a joint meeting with EPG and AC Safety Committee will be arranged to approve full implementation.*



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

COMMITTEE MEETING: January 28, 2009

ATTENDEES:

Halifax:

[REDACTED] ExxonMobil (first 2 agenda items & supply vessels discussion)
[REDACTED] EnCana
[REDACTED] CAPP

St. John's:

Paul Barnes, CAPP
[REDACTED] Husky
[REDACTED] StatOil Hydro
[REDACTED] Petro-Canada
[REDACTED] Transocean/CAODC
[REDACTED] CAPP

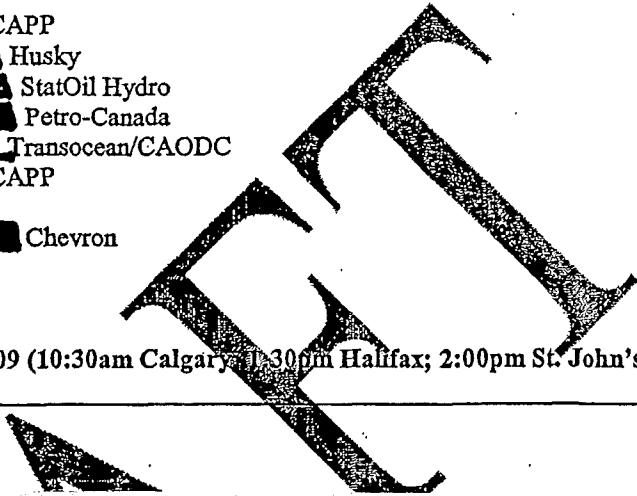
Calgary:

[REDACTED] Chevron

Guests:

NEXT MEETING DATE: MARCH 3, 2009 (10:30am Calgary; 1:30pm Halifax; 2:00pm St. John's)

AGENDA ITEMS:



2100, 350 – 7th Ave. S.W.
Calgary, Alberta
Canada T2P 3N9
Tel (403) 267-1100
Fax (403) 261-4622

403, 235 Water Street
St. John's, Newfoundland
Canada A1C 1B6
Tel (709) 724-4200
Fax (709) 724-4225

Email: communication@capp.ca Website: www.capp.ca

Issue: HUEBA Implementation

Description:

Industry is reviewing the application of an emergency breathing apparatus in Atlantic Canada.

Status:

- The HUEBA Review Team (comprised of operators, CAPP and regulators) provided a recommendation on the use of HUEBA in Atlantic Canada in December 2008. It was recommended to proceed with the implementation of a compressed air unit and incorporate a HUEBA component into the required safety training courses though limit the use of the unit in training to pool surface. The Safety Committee approved this recommendation and directed that implementation resume via the HUEBA Task Force. The EPG has indicated that they also approve of the implementation though reserve final approval until such time as they have been provided with a training and communications plan for review. Members of the EPG wish to hold a special meeting with the Safety Committee to undertake a review of the HUEBA implementation plan once the HUEBA Task Force has completed its work.
- A draft of the HUEBA Implementation Plan was circulated to the HUEBA Task Force for review and comment in 2007. Changes are being made to this document currently to reflect revised implementation procedures.

Current Action:

- The HUEBA Task Force is finalizing the implementation plan for review and approval by the EPG and Safety Committee – once finalized the EPG and Safety Committee will be asked to convene a combined meeting to address HUEBA specifically.



CANADIAN ASSOCIATION
OF PETROLEUM PRODUCERS

Issue Tracking – updated March 2009

COMMITTEE MEETING: March 3, 2009

ATTENDEES:

Halifax: [redacted] ExxonMobil (first 2 agenda items & [redacted] discussion)
[redacted] Safety First
[redacted] CAPP

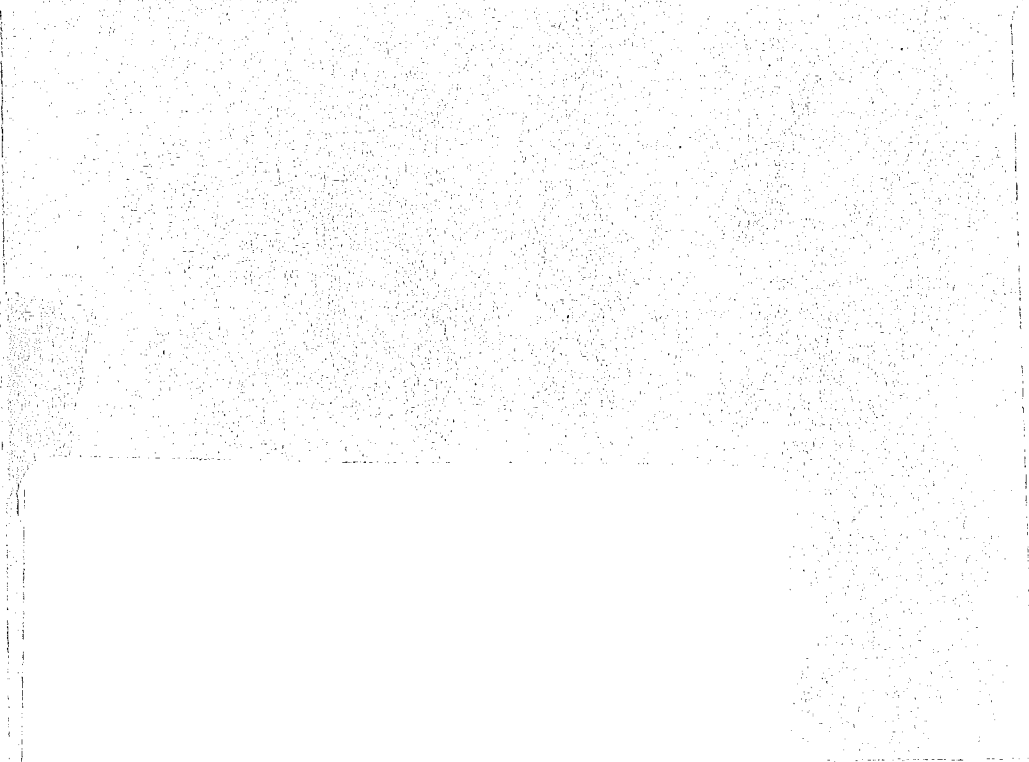
St. John's: [redacted] Husky
[redacted] Petro-Canada
[redacted] ExxonMobil
[redacted] CAPP

Calgary: [redacted] Chevron
Paul Barnes, CAPP

Guests:

NEXT MEETING DATE: JUNE 11, 2009 (10:30am Calgary; 1:30pm Halifax; 2:00pm St. John's) -
Cancelled

AGENDA ITEMS:



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Inquiry reader: This email notes the action taken at the AC EPG/ACSC meeting of April 29, 2009. Formal minutes do not exist.

[Redacted]

From: [Redacted]
Sent: Wednesday, April 29, 2009 5:29 PM
To: [Redacted]
Subject: HUEBA docs
Attachments: CAPP_EDMS-#151224-v1-HUEBA_FAQ_-_FINAL_DRAFT_FOR_REVIEW_April_2009.DOC;
 CAPP_EDMS-#149551-v1-DRAFT_HUEBA_Implementation_Plan_(training_&_Communications)_
 _-_FINAL_DRAFT_FOR_REVIEW_April_2009.DOC

Hi there - as noted here are the latest Implementation Plan and FAQ docs (note, there are blue highlighted parts in the FAQ - these are changes proposed by the EPG/Safety Committee this morning, I've sent this (with highlights) back to them for review/comment)

thanks [Redacted]

Hope the recital was able to distract you completely from work for a few hours. I will be around tomorrow - best to try me on my cell first [Redacted] - other two numbers are:

h [Redacted]
w [Redacted]

[Redacted]
Policy Analyst, Atlantic Canada
CANADIAN ASSOCIATION OF PETROLEUM PRODUCERS

web: www.capp.ca

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