



OIL & NATURAL GAS CORPORATION (WOU) KARMACHARI SANGHTANA

AFFILIATED TO - PETROLIUM & GAS WORKERS' FEDERATION OF INDIA

Reg. No. (By - II - 8268)

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REF. : ONGC/KS/ 734/2019

DATE : 01/11/2019

To,
The CMD

ONGC, PDDU Bhavan,
Nelson Mandela Marg,
Vasant Kunj, New Delhi.

etc

The Director (Offshore)

The Director (Onshore)

The Director (T & FS)

The Director (HR)

Subject: Installation of Crane in a position making Helicopters landing on helideck most unsafe on B-55 unmanned platform

Respected Sir,

This is in reference to the unsafe helideck of B-55 unmanned platform of BPB, B&S Asset. B-55 is gas producing platform having 12(Twelve) Gas wells and production is approximately 1.4236 MMSCMD. The said platform is around 20 min flying from BPB Platform.

B-55 Platform was commissioned by **M/S Mazgaon Dock Ltd** in 1998. The main drawback of the platform is not having crane facility to carry out material handling and other operations without which said operations could not be carried out, due to the critical need of crane one 13 Tone capacity crane from BPB platform was removed under the TARC project on 31 march 2017 and was installed on B-55 platform.

It is very unfortunate to note the installed crane on B-55 was never put in operation and is still not working since its installation on the platform. The job of Installation of crane was awarded to **M/S GOL offshore**.

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We always cry foul how outside sources (Govt.) are draining and un-stabling our finances, but this is a fine example of how internally managements unmindful planning are doing the same thing.

Cranes installed in particular position in any platform has definite reasons, like boarding and de-boarding of materials depends on weather conditions, by removing any installed cranes we have crippled 50% of the platforms material handling, how this was justified decision.

At the outset how it was approved and accepted a unmanned platform without a crane, then a crane was installed in a position where helicopter landing became very unsafe, are we forgetting how many unparalleled human resources we have lost due to Helicopter accidents, is losing human resources in offshore operations a casual happening.

Its known fact that we have spent more than 10 crores to dismantle and install the crane in B-55 which remains non-operational for more than two and half years, further to add salt to this we hire MSVs for material handling, and many intrinsic issues which has its own cost.

Few months' back the contract was awarded to **M/S Aarkay Instruments** for replacement of batteries, where crane was required to carry out the job of material shifting but since installed crane of B-55 is not operational, MSV was deployed who completed the job by operating their crane.

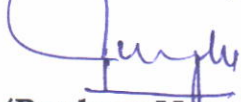
The crane installed at B-55 platform is very close to the helideck. The extended "A" frame, to install the crane is also very close to helideck which has made unsafe conditions for landing of helicopter. This unsafe condition of landing has compelled the pilots for refusal of landing several times. Kindly refer letter No/File No : MR/B&S/BPB/Well head operation/communication/2017/12, dated 27/04/2017 issued by **Shri Ananta Borah, Well Head Mgr-BPB complex** and **Shri Selvakumar DGM(P),OIM, BLQ2/BPB Process complex**, where it has mention that for this alteration approval was taken by EIL as consultant for BPA,BPB RC Project. But question remains whether it was approved by DGCA (**Director General of Civil Aviation**) for such major alteration approval must have sought from DGCA.

Moreover it is surprising that no thought has been given for safety of the crew. By suggestion & Feedback of pilots (Call sign VT CVW dtd 24/04/2017 and VT-GVW dated 27/04/2017) Helicopter landing area was shifted for serious safety concern. We are making mockery of safety. Even after spending huge amount no Bell-412 make helicopter is landing at B-55, for operational requirement advance intimation is given to the operator for Dauphin N series (N3) helicopter, which is comparatively smaller than Bell-412.

Seeing all the situation which is very unsafe, staff members have refused to fly by Helicopters at B-55 Platform. Presently for more than two and half years officers are compelled to go B-55 platform. Please find enclosed the relevant photographs of helideck of platform B-55 which is giving clear picture, how unsafe is landing on B-55. Please find attached **letter no/File no. MR/B&S/BPB/Well Head operation/ communication /2017 /12 dated 27/04/2017** for your perusal. Are we not playing with the lives of officers deployed for B&S operations?

Your esteemed authority is requested, gauging the seriousness of the issue as it deeply concern with safety, direction may please be given to constitute a committee for investigation of the matter, **till such time no staff members will travel by helicopter to B-55 platform.**

Thanking You,
Yours faithfully,


(Pradeep Mayekar)
General Secretary

ok

Copy to :

1. ED-HRO, ONGC, WOU, Gr. Hts., BKC, Bandra (E), Mum-51.
2. ED-MH Asset, ONGC, WOU, V. Bhavan, Bandra (E), Mum-51.
3. ED-N&H Asset, ONGC, WOU, V. Bhavan, Bandra (E), Mum-51.
4. ED-B&S Asset, ONGC, WOU, V. Bhavan, Bandra (E), Mum-51.
5. GGM-SM, B&S, ONGC, WOU, V. Bhavan, Bandra (E), Mum-51.
6. GM(Vig), ONGC, WOU, Gr. Hts., BKC, Bandra (E), Mum-51
7. GM- I/c HR-ER, MH Asset, ONGC, WOU, VB, Bandra (E), Mum-51
8. GM(P)-SAM, BPB, ONGC, WOU, V. Bhavan, Bandra (E), Mum-51.
9. OIM-BPB, ONGC, WOU, V. Bhavan, Bandra (E), Mum-51.
10. GM- I/c-Offshore Safety, ONGC, WOU, Bandra (E), Mum-51.
11. GM- I/c-IR, ONGC, WOU, Gr. Hts., BKC, Bandra (E), Mum-51.
12. Director General of Mines & Safety
13. Director General of Civil Aviation
14. Dy. CLC (CL), Shram Raksha Bhavan, Chunabhatti, Sion, Mum-22.

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