

A Guide To Quantitative Risk Assessment for Offshore Installations

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FOREWORD

The need for guidance on risk assessment was identified as an industry requirement as a result of regulations, initially promulgated in the UK and Norway, requiring quantitative risk assessments of new and existing installations as part of their safety case. At that time, no standard reference works existed, most expertise was held by individual operators and consultants and little reached the public domain.

The project leading to this Guide was initiated by MTD Ltd, and is now published by The Centre for Marine and Petroleum Technology (CMPT), in order to assist engineers involved in commissioning, performing and evaluating risk assessments specifically for the offshore industry.

The Guide was prepared under contract by Mr J R Spouge of DNV Technica (now part of Det Norske Veritas) as the primary contractor, with significant input from AEA Technology and Dovre Safetec. It was sponsored by 8 organisations (four oil operators and four regulatory bodies) and was managed for MTD, and latterly CMPT, by Mr R W Barrett.

Project Sponsors

Amoco (U.K.) Exploration Company
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Steering Group

A Steering Group comprising representatives of participants, MTD Ltd and CMPT, and the Technical Services Contractors provided the forum for both verbal and written discussion of the content of the Guide during its preparation. During the period of the project, the following individuals served on the Steering Group which was chaired by Mr W D Howells (Chevron UK Ltd) and Mr R W Barrett:

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CONTENTS

PART I

1.	INTRODUCTION TO THE GUIDE	1
1.1	General Introduction to Offshore QRA	1
1.2	Objectives of the Guide	1
1.3	Structure of the Guide.....	1
1.4	Nature of the Guidance.....	3
1.5	Referencing.....	3
1.6	Definition of Terms	3
2.	A GENERAL OUTLINE OF QRA	3
2.1	Hazards, Risks and Safety	3
2.2	What is QRA?.....	5
2.3	The Key Components of QRA	6
2.4	QRA as Part of Risk Management.....	7
2.5	What is QRA Used For?.....	8
2.6	How to Set the Scope of a QRA	9
2.7	QRA in the Life of an Installation	10
2.8	Existing Guidance on Offshore QRA.....	11
2.9	Which Calculation Environment to Use	11
2.10	Strengths and Limitations of QRA	12
3.	HISTORY OF OFFSHORE QRA	15
3.1	Concept Safety Evaluations.....	15
3.2	Total Risk Analyses.....	15
3.3	Developments in the UK Sector	15
3.4	Mobile Platforms	16
3.5	Effects of <i>Piper Alpha</i>	16
3.6	Safety Cases.....	16
3.7	Risk Management	16
4.	REGULATORY REQUIREMENTS FOR OFFSHORE QRA.....	18
4.1	The United Kingdom.....	18
4.2	Norway	19
4.3	USA	21
4.4	Canada	21
4.5	Australia	22
4.6	Denmark	22
4.7	Netherlands.....	23
4.8	Indonesia.....	23
4.9	Malaysia.....	23
4.10	Brunei	23
4.11	Nigeria.....	23
4.12	Brazil	23
4.13	Venezuela	23
4.14	Trinidad & Tobago	23
4.15	China.....	24
5.	TYPES OF OFFSHORE QRA STUDIES.....	25
5.1	Fatality Risk Assessment.....	25
5.2	Concept Safety Evaluation	25
5.3	Total Risk Assessment.....	26
5.4	Lifetime Risk Assessment	27
5.5	Cullen Forthwith Studies	27
5.6	Fire and Explosion Analysis.....	27
5.7	Evacuation, Escape and Rescue Analysis.....	28
5.8	QRAs of Mobile Platforms	28

5.9	Other Offshore Risk Studies.....	29
6.	HAZARD ASSESSMENT.....	30
6.1	Definitions.....	30
6.2	The Importance Of Hazard Identification.....	30
6.3	Techniques For Hazard Identification.....	30
6.4	Hazard Review.....	31
6.5	Hazard Checklists.....	34
6.6	Hazard and Operability Study (HAZOP).....	36
6.7	Procedural HAZOP.....	38
6.8	What-If Analysis.....	39
6.9	HAZID.....	40
6.10	Failure Modes, Effects and Criticality Analysis (FMECA).....	42
6.11	Emergency Systems Survivability Analysis.....	43
6.12	Safety Inspections and Audits.....	44
7.	FAILURE CASE SELECTION.....	45
7.1	Outline.....	45
7.2	Definitions.....	45
7.3	Requirements for Hazard Identification in QRA.....	45
7.4	How to Identify Hazards for a QRA.....	46
7.5	How to Distinguish Failure Cases from Accident Scenarios.....	47
7.6	How to Select Failure Cases.....	49
7.7	How to Select Leak Sizes.....	49
7.8	How to Rank and Screen Hazards.....	53
7.9	How to Define Accident Scenarios.....	53
8.	FREQUENCY ANALYSIS.....	57
8.1	Definitions.....	57
8.2	Approaches to Frequency Analysis.....	58
8.3	Sources of Historical Frequency Data.....	58
8.4	Calculation of Frequencies.....	59
8.5	Analysis of Historical Accident Data.....	61
8.6	Measures of Exposure.....	64
8.7	Effect of Human Factors and Safety Management on Accident Frequencies.....	65
8.8	Strengths and Weaknesses of Historical Accident Frequencies.....	66
8.9	Judgemental Frequency Estimation.....	67
8.10	Bayesian Analysis.....	68
9.	RELIABILITY ANALYSIS.....	71
9.1	Outline.....	71
9.2	Reliability Concepts.....	71
9.3	Techniques of Reliability Analysis.....	73
9.4	Fault Tree Analysis.....	73
9.5	Event Tree Analysis.....	77
9.6	Reliability Simulation.....	79
9.7	Sources of Reliability Data.....	80
9.8	Human Reliability Analysis.....	80
10.	CONSEQUENCE MODELLING FOR HYDROCARBON EVENTS.....	83
10.1	Definitions.....	83
10.2	Types of Hydrocarbons.....	83
10.3	Consequence Modelling Software.....	83
10.4	Discharge and Dispersion Modelling.....	85
10.5	Types of Outcome from Hydrocarbon Events.....	86
10.6	Fire Modelling.....	87
10.7	Explosion Modelling.....	90
10.8	Escalation of Hydrocarbon Events.....	91
10.9	Strengths and Weaknesses of Hydrocarbon Consequence Modelling.....	93
11.	IMPACT OF HYDROCARBON EVENTS.....	94

11.1	General Approach.....	94
11.2	Human Impact Criteria	94
11.3	Failure Criteria.....	96
11.4	Safety Function Impairment Criteria	97
11.5	Strengths and Weaknesses of Impact Criteria	99
12.	EVACUATION MODELLING.....	100
12.1	General Approach.....	100
12.2	Definitions	100
12.3	Evacuation Sequence	100
12.4	Mustering.....	101
12.5	The Evacuation Decision.....	101
12.6	Evacuation by Helicopter	101
12.7	Evacuation by Lifeboat.....	102
12.8	Escape to the Sea	103
12.9	Alternative Evacuation Methods	104
12.10	Including the QRA in Emergency Planning	104
12.11	Strengths and Weaknesses of Evacuation Modelling.....	104
13.	SUMMARY OF HYDROCARBON EVENT MODELLING.....	105
13.1	Procedure for Hydrocarbon Event Modelling	105
13.2	Fatality Estimates.....	105
13.3	Damage Estimates	107
13.4	Strengths and Weaknesses of Hydrocarbon Event Modelling.....	107
14.	BLOWOUTS.....	109
14.1	Definitions	109
14.2	Hazard Review	109
14.3	The Need for QRA of Blowouts.....	109
14.4	Data Sources	109
14.5	Causes of Blowouts	110
14.6	Blowout Frequencies	110
14.7	Blowout Scenarios.....	111
14.8	Blowout Consequences.....	112
14.9	Blowout Impacts.....	112
14.10	Strengths and Weaknesses of Blowout QRA	113
15.	RISER/PIPELINE LEAKS	114
15.1	Definitions	114
15.2	Hazard Review	114
15.3	Data Sources	114
15.4	Riser/Pipeline Leak Frequencies	114
15.5	Riser/Pipeline Leak Scenarios	115
15.6	Riser/Pipeline Leak Consequences	116
15.7	Effects of SSIVs	116
15.8	Riser/Pipeline Leak Impacts.....	116
15.9	Strengths and Weaknesses of Riser/Pipeline QRA.....	116
16.	PROCESS LEAKS.....	118
16.1	Definitions	118
16.2	Hazard Review	118
16.3	Data Sources	118
16.4	General Approach.....	118
16.5	Historical Process Fire Experience.....	119
16.6	Historical Process Leak Experience	119
16.7	Generic Process Equipment Leak Frequencies.....	119
16.8	Process Leak Development.....	120
16.9	Ignition of Process Leaks	120
16.10	Process Leak Consequences	121
16.11	Process Fire Impacts.....	121
16.12	Risk Reduction Measures	121

16.13	Strengths and Weaknesses of Process QRA.....	121
17.	COLLISIONS	122
17.1	Definitions	122
17.2	Hazard Review	122
17.3	Types of Colliding Vessel	122
17.4	Visiting Vessel Collisions.....	122
17.5	Passing Merchant Vessel Collisions	123
17.6	Fishing Vessel Collisions	123
17.7	Naval Vessel Collisions.....	123
17.8	Offshore Tanker Collisions	124
17.9	Collisions Between Fixed and Floating Platforms.....	124
17.10	Collision Consequences.....	124
17.11	Collision Impacts.....	124
17.12	Strengths and Weaknesses of Collision QRA.....	124
18.	STRUCTURAL AND MARINE EVENTS	126
18.1	Definitions	126
18.2	Hazard Review	126
18.3	Structural Reliability Analysis.....	126
18.4	Structural Failure of Steel Jacket Platforms	127
18.5	Structural Failure of Concrete Platforms	127
18.6	Structural Failure of Jack-Ups	128
18.7	Earthquakes	128
18.8	Structural Failure of Semi-Submersibles.....	128
18.9	Ballast System Failures.....	128
18.10	Structural Failure of Tankers	129
18.11	Fires/Explosions on Tankers.....	129
18.12	Dropped Objects	129
18.13	Bridge Failures	129
18.14	Oil Spills in Offshore Loading and Storage	130
18.15	Construction Failures.....	130
19.	NON-PROCESS FIRES.....	131
19.1	Definitions	131
19.2	Hazard Review	131
19.3	Fire Frequencies	131
19.4	Fatality Risks	131
20.	TRANSPORT ACCIDENTS	132
20.1	Hazard Review	132
20.2	Data Sources	132
20.3	Risk Measures Used	132
20.4	Helicopter Crash Risks	133
20.5	Helicopter Impact Risks	133
20.6	Crew Boat Accident Risks.....	133
21.	PERSONAL ACCIDENTS.....	134
21.1	Definitions	134
21.2	Data Sources	134
21.3	Risk Measures Used	134
21.4	UK Data.....	135
21.5	Other Data	135
21.6	Theoretical Methods.....	135
22.	FORMS OF RISK PRESENTATION	136
22.1	Risk Measures for Loss of Life	136
22.2	Individual Risks.....	136
22.3	Group Risks.....	138
22.4	Other Risk Measures	139
22.5	Calculation Methods.....	140

22.6	Time Period Analysed	144
22.7	Formats for Risk Presentation	144
23.	RISK RESULTS	146
23.1	Results for Individual Installations	146
23.2	Results for Hypothetical Platform	146
23.3	Results for Generic Platforms.....	149
23.4	Results for UK Sector Overall.....	152
24.	UNCERTAINTIES	156
24.1	The Importance of Uncertainty.....	156
24.2	Definitions	156
24.3	Presentation of Uncertainties.....	157
24.4	Worst Cases and Best-Estimates.....	158
24.5	The Level of Uncertainty in QRAs.....	159
24.6	Approaches to Uncertainty Analysis	159
24.7	Sources of Uncertainty	160
24.8	Quantification of Uncertainties.....	161
24.9	Uses of Uncertainty Analysis	165
25.	RISK CRITERIA	167
25.1	QRA in Decision-Making.....	167
25.2	Definitions	168
25.3	Frameworks for Risk Criteria	168
25.4	Individual Risk Criteria	169
25.5	Group Risk Criteria	172
25.6	Impairment Frequency Criteria.....	174
25.7	Damage Risk Criteria	176
25.8	Cost-Benefit Analysis.....	176
26.	RISK REDUCTION MEASURES	185
26.1	How to Use QRA to Identify Risk Reduction Measures	185
26.2	How to Use QRA to Model Risk Reduction Measures	185
26.3	Analysis of Concept Selection Options	185
26.4	Analysis of Fire and Blast Protection Measures	186
26.5	Analysis of Evacuation Measures.....	188
26.6	Analysis of Collision Risk Reduction Measures	188
27.	SIMULTANEOUS OPERATIONS	190
27.1	Definition.....	190
27.2	The Need for Simultaneous Operations.....	190
27.3	Accident Experience.....	190
27.4	Legislation	190
27.5	Hazards of SD&P	191
27.6	QRA of SD&P.....	191
27.7	Comparison of SD&P with Sequential Operations.....	192
27.8	Safety Measures for SD&P Operations	192
27.9	Safety Management for SD&P	193
28.	SAFETY MANAGEMENT	194
28.1	The Importance of Safety Management.....	194
28.2	Elements of a Safety Management System.....	194
28.3	The Effect of Safety Management on Risks	194
28.4	Including Safety Management in a QRA.....	195
28.5	Including the QRA in Safety Management.....	195
28.6	Performance Standards.....	195
29.	QUALITY MANAGEMENT OF A QRA.....	197
29.1	The Need for Quality Management in QRA.....	197
29.2	Key Issues in Quality Management of QRAs.....	197
29.3	How to Check a QRA.....	199

29.4 How to Evaluate the Quality of a QRA	200
GLOSSARY	202
ABBREVIATIONS	208
REFERENCES	210

PART II

APPENDIX I	AN OUTLINE OF OFFSHORE ACTIVITIES
APPENDIX II	SOURCES OF OFFSHORE ACCIDENT DATA
APPENDIX III	ACCIDENT DESCRIPTIONS
APPENDIX IV	HYDROCARBON EVENT CONSEQUENCE MODELLING
APPENDIX V	IMPACT CRITERIA
APPENDIX VI	EVACUATION, ESCAPE AND RESCUE
APPENDIX VII	RISK ANALYSIS OF BLOWOUTS
APPENDIX VIII	RISK ANALYSIS OF RISER/PIPELINE LEAKS
APPENDIX IX	RISK ANALYSIS OF PROCESS LEAKS
APPENDIX X	RISK ANALYSIS OF COLLISIONS
APPENDIX XI	RISK ANALYSIS OF STRUCTURAL AND MARINE EVENTS
APPENDIX XII	RISK ANALYSIS OF NON-PROCESS FIRES
APPENDIX XIII	RISK ANALYSIS OF TRANSPORT ACCIDENTS
APPENDIX XIV	RISK ANALYSIS OF PERSONAL ACCIDENTS
APPENDIX XV	SAFETY MANAGEMENT SYSTEMS
APPENDIX XVI	DIRECTORY OF SOFTWARE FOR OFFSHORE QRA

1. INTRODUCTION TO THE GUIDE

1.1 General Introduction to Offshore QRA

Offshore production of oil and gas involves some of the most ambitious engineering projects of the modern world, and is a prime source of revenue for many companies and countries. It also involves risks of major accidents, which have been demonstrated by disasters such as the explosion and fire on the UK production platform *Piper Alpha*, the capsizes of the Norwegian accommodation platform *Alexander Kielland* and the Canadian semi-submersible drilling rig *Ocean Ranger*, and the sinking of the Norwegian gravity base structure *Sleipner A*.

Major accidents represent the ultimate, most disastrous way in which an offshore engineering project can go wrong. Accidents cause death, suffering, pollution of the environment and disruption of business. Being so dramatic, they attract attention from the news media and linger in the public memory, causing concern about safety offshore. Are offshore platforms safe enough? Can major accidents be prevented? How should the offshore industry achieve an appropriate balance between the interests of safety and the economics of oil and gas production?

Quantitative risk assessment (QRA) is a technique that can be used to help achieve this balance. In the UK and Norway, the use of risk assessment is a legislative requirement for all new and existing installations, and several other countries are implementing similar regulations. As a result, QRA is now being used world-wide by designers, operators, and consultants in the offshore industry.

QRA is a relatively new technique. It cuts across traditional divisions of engineers such as civil, mechanical, chemical, aeronautical - it applies to all of them and belongs to none. Most of the textbooks on it relate to the fields of chemical and nuclear engineering, and there are no standard reference works on how to perform an offshore risk assessment. Most information and expertise is held by individual operators and consultants, and very little has reached the public domain. The UK and Norwegian regulations state what is required from a risk assessment, but do not say exactly how to do it.

As a result, the pool of expertise in risk assessment is very small. Many workers in the field are only recently acquainted with it. Few have experience in more than one or two applications. Risk assessment remains to a large extent a do-it-yourself activity.

In order to fill this gap, the Centre for Marine and Petroleum Technology (CMPT) has organised a multi-sponsor project to prepare a guide to offshore QRA. The sponsors include offshore operators and regulatory authorities in the UK, Norway, USA and Canada. DNV Technica has been the main contractor for the work.

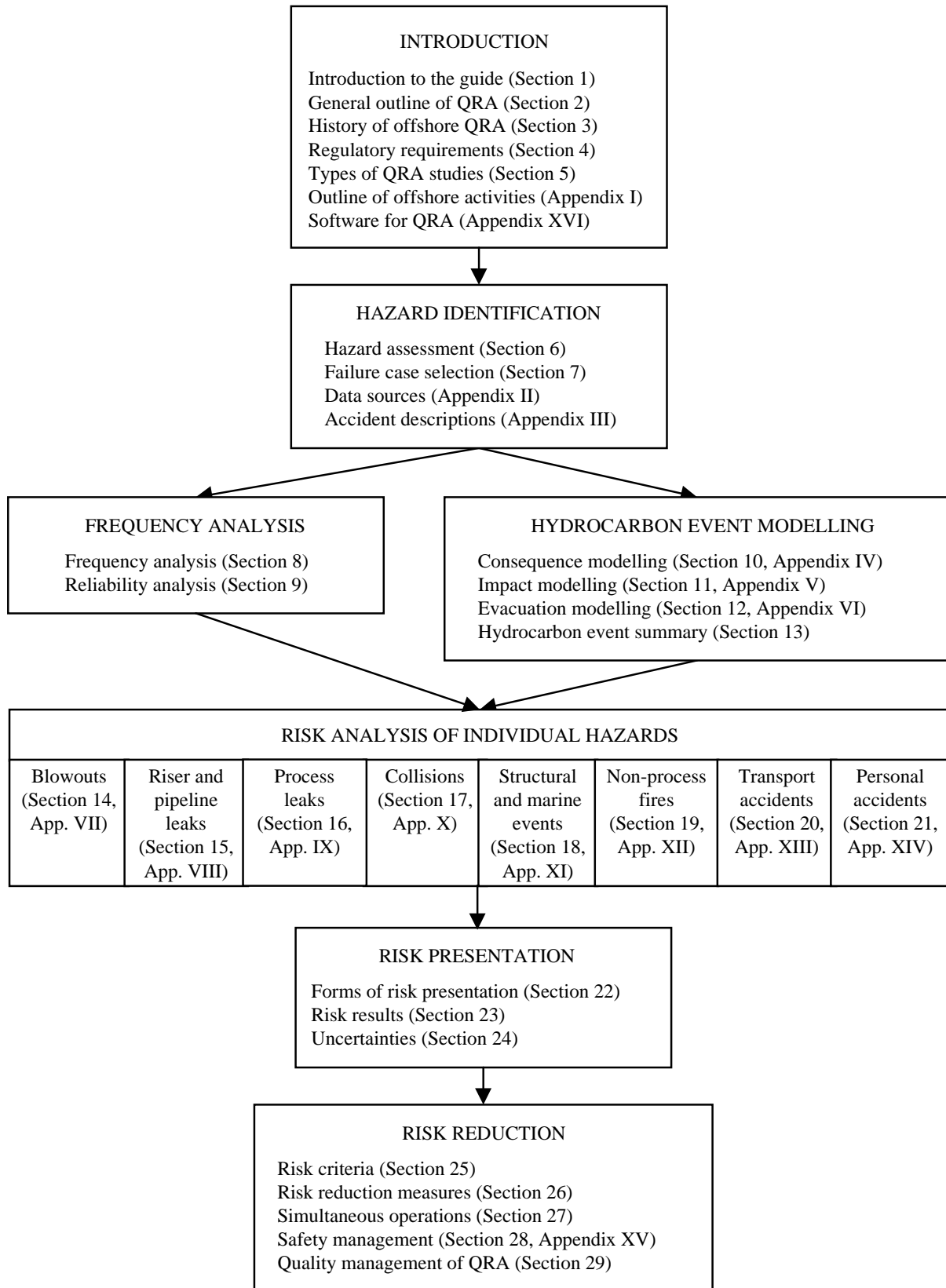
1.2 Objectives of the Guide

The intention of the guide is to provide an introduction to QRA specifically for the offshore industry. It aims to introduce all the major aspects of the subject and to describe good modern practice in offshore QRA. It includes a selection of data and relatively simple analytical techniques that may be used in performing QRAs, and gives references to more sophisticated databases and computational methods. It also presents some example risk results. It is intended to serve partly as a training manual and partly as a reference book, and should be useful for engineers involved in commissioning, performing and evaluating risk assessments.

1.3 Structure of the Guide

Figure 1.1 illustrates the arrangement of material in the guide.

Figure 1.1 Structure Of The Guide



Part I of the guide describes the subject as a whole and gives general guidance and example results. It follows the broad structure of a QRA study, divided into the following main areas:

1. Background material (Sections 1-5)
2. Hazard identification (Sections 6-7)
3. Frequency analysis (Sections 8-9)
4. General modelling of hydrocarbon releases (Sections 10-13)
5. Risk analysis of individual hazards (Sections 14-21)
6. Presentation of risks (Sections 22-24)
7. Risk reduction (Sections 25-29)

Part II of the guide includes 16 appendices containing more detailed information that may be useful when conducting an offshore QRA:

- Appendix I gives an introduction to offshore activities suitable for analysts with no prior knowledge of the industry.
- Appendix II outlines the main sources of data on offshore risks.
- Appendix III describes a selection of major offshore accidents.
- Appendices IV, V and VI give details on hydrocarbon release modelling issues covered in Sections 10-13 of Part I.
- Appendices VII to XIV give data on the individual hazards covered in Sections 14-21 of Part I.
- Appendix XV gives a more detailed discussion of safety management systems, which is summarised in Section 28 of Part I.
- Appendix XVI consists of a directory of computer software currently available for offshore QRA.

The information in Part II is necessarily only a small sample, and should if possible be supplemented with more relevant or more up-to-date data.

1.4 Nature of the Guidance

The guide does not attempt to specify a single approach to QRA. As far as possible, it presents a range of approaches from which readers can choose the ones appropriate to their study. Where specific guidance is given, it represents a view on reasonable approaches to QRA, balancing the need for accuracy against the need for economy, or else a judgement of what is typically done. The guidance should not be considered as mandatory, or as recommended by DNV Technica except where stated.

1.5 Referencing

References are given at the end of Part I and at the end of each Appendix.

As far as possible, this guide is based on public-domain sources, and all the references are either openly published or are expected to be published in the near future. In a few cases it references documents that are confidential but widely circulated within the offshore industry.

In many cases there are no public-domain sources for the data needed in a QRA, and therefore Part II of the guide draws extensively on sources that are confidential and cannot be acknowledged in full.

1.6 Definition of Terms

Terms such as ‘hazard’, ‘risk’ and ‘risk assessment’ have been given many different meanings. The definitions which are used in this guide are based on an authoritative multi-disciplinary review by the Royal Society (1983 and 1992), as extended for the chemical process industry (I.Chem.E 1992) and for quality assurance and reliability by ISO (1986) and its national implementations (e.g. BSI 1991). There is by no means universal agreement on the definitions given, but these are reasonably well used and are becoming standard by virtue of being adopted by the above sources.

Definitions of terms used are given at appropriate points in the guide. Definitions of the most commonly used terms and abbreviations are provided in a glossary at the end of Part I.

Risk assessment is the overall process of identifying and analyzing risk, and evaluating how it might be modified maintain appropriate levels of safety and to satisfy regulatory and corporate criteria. A QRA is a formal and systematic approach to estimating the likelihood and consequences of hazardous events, and expressing the results quantitatively as risk to people, the environment or your business. It also assesses the robustness and validity of quantitative results, by identifying critical assumptions and risk driving elements. You may need to demonstrate acceptable risk levels during the Quantitative Risk Assessment. Kendrick Glenn Michael Jansen Oscar Gutierrez OH3/ Assessments, Cost Estimates & Schedules. Office (ACES) August 27th, 2015. JSC Strategic Plan.Â procedure. Risk assessment is the determination of quantitative or qualitative value of risk related to a concrete situation and a recognized threat (also called hazard). Quantitative risk assessment requires calculations of two components of risk (R):, the magnitude of the potential loss (L), and the probability (p) that the loss will occur. qâ€œ TTtheereRairsekrisksthanisdicnossttasntocea:progWraimll ol fbaectaiobnle. Btoutethaety?are far less.

The QRA, standing for the quantitative risk assessment, addressed in this publication, is a new technique cutting across the traditional divisions of engineering, applying to all of them. Most of the textbooks addressing this technique are relating to the fields on chemical/nuclear engineering and currently there is no any standard reference volumes that would provide the proper guidance on the offshore risk assessment. The objective of this guide is to give an introduction to the QRA as applied to the offshore industry, aiming to introduce all most important aspects of the QRA and describing Quantitative risk assessment (QRA) is a technique that can be used to help achieve this balance. In the UK and Norway, the use of risk assessment is a legislative requirement for all new and existing installations, and several other countries are implementing similar regulations. As a result, QRA is now being used world-wide by designers, operators, and consultants in the offshore industry. QRA is a relatively new technique. In order to fill this gap, the Centre for Marine and Petroleum Technology (CMPT) has organised a multisponsor project to prepare a guide to offshore QRA. The sponsors include offshore operators and regulatory authorities in the UK, Norway, USA and Canada. DNV Technica has been the main contractor for the work. A Guide to Quantitative Risk Assessment for Offshore Installations. John Spouge DNV Technica. Download (pdf, 3.34 Mb) Donate Read. Risk Assessment in the Offshore Industry. OGP-Human Factors Engineering for Projects. Guidelines for Quantitative Risk Assessment. Fatigue Analyses of Offshore Structures. Download Now. Guidance on what constitutes a suitable and sufficient risk assessment, for the purposes of a safety case demonstration, is provided here. The scope is aimed at fire and explosion risk assessment but the general principles may also be applicable to the assessment of risk from other sources. It is complementary to HSE's Topic Guidance 3 on fire, explosion and risk assessment. Risk Assessment Data Directory Other recommendations include potential improvements to the HCRD and wider availability of data sources. Data sources should produce a report describing the data (including the number of failures and the underlying population) and have a method of receiving feedback from users. This report and the work it describes were funded by the Health and Safety Executive (HSE). Its contents, including any opinions and/or conclusions expressed, are those of the authors alone and do not necessarily reflect HSE policy. HSE Books. 2. Offshore

A guide to quantitative risk assessment for offshore installations. Overview of Marine and Offshore Safety. Chapter. Quantities risk assessment provides means to conduct system analysis of risk due to hazard activities and evaluation of various risk reducing measure (Spouge, 1999). Risk to an offshore installation may be expressed into the main categories of risks posed to human life, assets, production delay and environment. The likelihood of an event may be expressed either as a frequency (i.e. the rate of events per unit time) or a probability (i.e. the chance of the event occurring in specified circumstances). The consequence is the degree of harm caused by the event (Spouge, 1999). Risk Assessment 2: Quantitative Analysis. Decision Making Tree. Risk Resolution. References. Why Risk Assessment? Risk assessment has become an integral part of the risk management process. In fact, a project cannot be approved for execution unless a thorough assessment of risks has been done. While the methodology remains the same, the types of risks will vary a great deal in terms of seriousness, frequency and impact. Without proper identification of risks, project risks cannot be assessed and reports related to it generated. Hence, by using many techniques like the SWOT Analysis, PESTLE Analysis, Delphi technique, Interviewing, Brainstorming, etc, a major proportion of project risks are identified. A Quantitative Risk Assessment (QRA) is a valuable tool for determining the risk of the use, handling, transport and storage of dangerous substances. QRAs are used to demonstrate the risk caused by the activity and to provide the competent authorities with relevant information to enable decisions on the acceptability of risk related to developments on site, or around the establishment or transport route. If a Quantitative Risk Assessment has to be made as part of a Safety Report, it is not necessary to assess the risks of all installations of an establishment. However, it is important to consider all installations substantially contributing to the risk caused by an establishment.