

# Incident Statistics Program (ISP) Updates for Monthly Drops Wells Forum

Microsoft Teams Meeting  
Tuesday, 30<sup>th</sup> April 2024



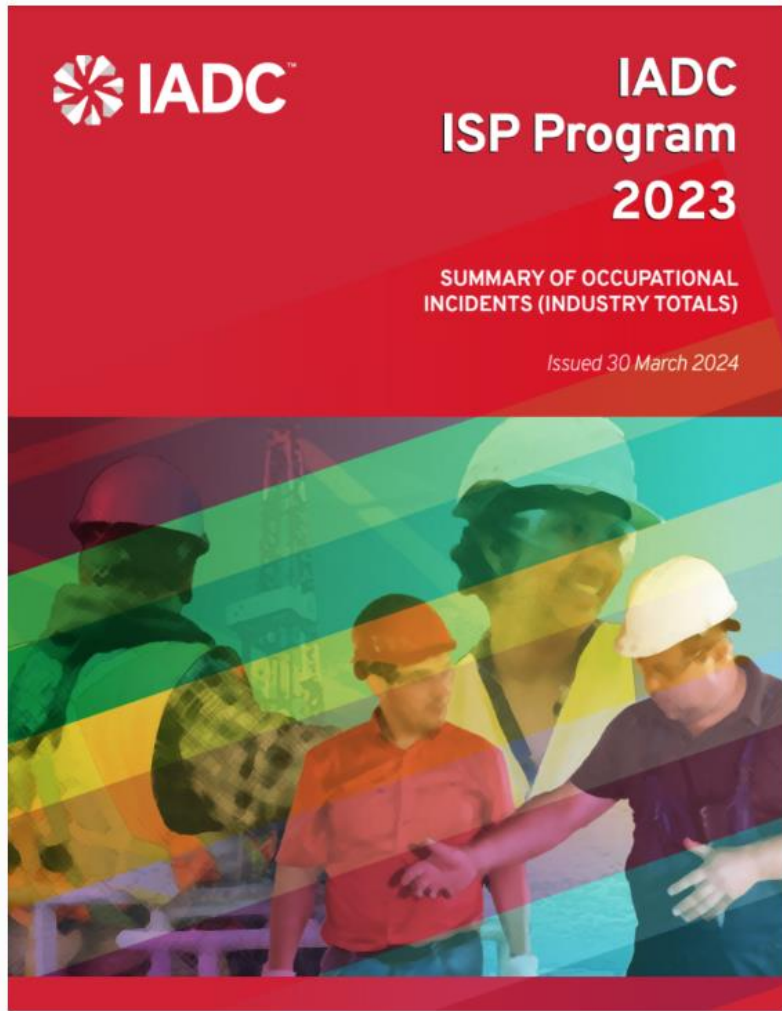


**International Association of Drilling Contractors  
Rotary Rig Incident Statistics Program  
2023 Summary Report By Category - YTD  
4th Quarter Numbers**

Category	Total Manhours	Total MTOs	Total RWTCs	Total LTIs	Total FTLs	Total RCRD	LTI INCD. Rate	LTI FREQ. Rate	DART INCD. Rate	DART FREQ. Rate	RCRD INCD. Rate	RCRD FREQ. Rate
US - Land	49,512,314	124	147	107	3	381	0.44	2.22	1.04	5.19	1.54	7.70
US - Water	17,084,819	26	26	9	0	61	0.11	0.53	0.41	2.05	0.71	3.57
Canada - Land	8,199,194	3	22	12	0	37	0.29	1.46	0.83	4.15	0.90	4.51
Canada - Water	612,631	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00
Central America & Caribbean - Land	643,737	1	2	0	0	3	0.00	0.00	0.62	3.11	0.93	4.66
Central America & Caribbean - Water	5,718,072	5	3	6	0	14	0.21	1.05	0.31	1.57	0.49	2.45
European - Land	4,213,630	3	1	7	0	11	0.33	1.66	0.38	1.90	0.52	2.61
European - Water	21,642,204	14	17	10	3	44	0.12	0.60	0.28	1.39	0.41	2.03
Africa - Land	30,566,010	32	97	50	1	180	0.33	1.67	0.97	4.84	1.18	5.89
Africa - Water	15,394,241	2	4	2	0	8	0.03	0.13	0.08	0.39	0.10	0.52
Middle East - Land	106,060,791	22	36	23	2	83	0.05	0.24	0.12	0.58	0.16	0.78
Middle East - Water	63,478,475	15	22	11	1	49	0.04	0.19	0.11	0.54	0.15	0.77
Asia Pacific - Land	5,247,818	3	0	0	0	3	0.00	0.00	0.00	0.00	0.11	0.57
Asia Pacific - Water	21,633,130	6	13	5	0	24	0.05	0.23	0.17	0.83	0.22	1.11
South America Land	9,777,082	6	4	2	0	12	0.04	0.20	0.12	0.61	0.25	1.23
South America Water	11,985,267	5	8	3	0	16	0.05	0.25	0.18	0.92	0.27	1.33
Australasia - Land	3,194,372	3	3	11	0	17	0.69	3.44	0.88	4.38	1.06	5.32
Australasia - Water	2,466,791	5	6	6	0	17	0.49	2.43	0.97	4.86	1.38	6.89
<b>US Combined</b>	<b>66,597,133</b>	<b>150</b>	<b>173</b>	<b>116</b>	<b>3</b>	<b>442</b>	<b>0.36</b>	<b>1.79</b>	<b>0.88</b>	<b>4.38</b>	<b>1.33</b>	<b>6.64</b>
<b>Canada Combined</b>	<b>8,811,825</b>	<b>3</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>37</b>	<b>0.27</b>	<b>1.36</b>	<b>0.77</b>	<b>3.86</b>	<b>0.84</b>	<b>4.20</b>
<b>Central America Caribbean Combined</b>	<b>6,361,809</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>0.19</b>	<b>0.94</b>	<b>0.35</b>	<b>1.73</b>	<b>0.53</b>	<b>2.67</b>
<b>European Combined</b>	<b>25,855,834</b>	<b>17</b>	<b>18</b>	<b>17</b>	<b>3</b>	<b>55</b>	<b>0.15</b>	<b>0.77</b>	<b>0.29</b>	<b>1.47</b>	<b>0.43</b>	<b>2.13</b>
<b>Africa Combined</b>	<b>45,960,251</b>	<b>34</b>	<b>101</b>	<b>52</b>	<b>1</b>	<b>188</b>	<b>0.23</b>	<b>1.15</b>	<b>0.67</b>	<b>3.35</b>	<b>0.82</b>	<b>4.09</b>
<b>Middle East Combined</b>	<b>169,539,266</b>	<b>37</b>	<b>58</b>	<b>34</b>	<b>3</b>	<b>132</b>	<b>0.04</b>	<b>0.22</b>	<b>0.11</b>	<b>0.56</b>	<b>0.16</b>	<b>0.78</b>
<b>Asia Pacific Combined</b>	<b>26,880,948</b>	<b>9</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>0.04</b>	<b>0.19</b>	<b>0.13</b>	<b>0.67</b>	<b>0.20</b>	<b>1.00</b>
<b>South America Combined</b>	<b>21,762,349</b>	<b>11</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>0.05</b>	<b>0.23</b>	<b>0.16</b>	<b>0.78</b>	<b>0.26</b>	<b>1.29</b>
<b>Australasia Combined</b>	<b>5,661,163</b>	<b>8</b>	<b>9</b>	<b>17</b>	<b>0</b>	<b>34</b>	<b>0.60</b>	<b>3.00</b>	<b>0.92</b>	<b>4.59</b>	<b>1.20</b>	<b>6.01</b>
<b>INDUSTRY TOTAL</b>	<b>377,430,578</b>	<b>275</b>	<b>411</b>	<b>264</b>	<b>10</b>	<b>960</b>	<b>0.15</b>	<b>0.73</b>	<b>0.36</b>	<b>1.81</b>	<b>0.51</b>	<b>2.54</b>

<b>MTO</b>	Medical Treatment Only	INCD = Incident Rate (200,000 manhours)	LTI INCD Rate = (LTIs + FTLs) * 200000 / Total Manhours DART INCD Rate = (RWTCs + LTIs + FTLs) * 200000 / Total Manhours RCRD INCD Rate = (MTOs + RWTCs + LTIs + FTLs) * 200000 / Total Manhours
<b>RWTC</b>	Restricted Work/Transfer Case		
<b>LTI</b>	Lost Time Incident	FREQ = Frequency Rate (1,000,000 manhours)	LTI FREQ Rate = (LTIs + FTLs) * 1000000 / Total Manhours DART FREQ Rate = (RWTCs + LTIs + FTLs) * 1000000 / Total Manhours RCRD FREQ Rate = (MTOs + RWTCs + LTIs + FTLs) * 1000000 / Total Manhours
<b>FTL</b>	Fatality		
<b>RCRD</b>	Total Recordables		
		DART = Days Away (LTI) cases + Restricted Work/Transfer Cases	

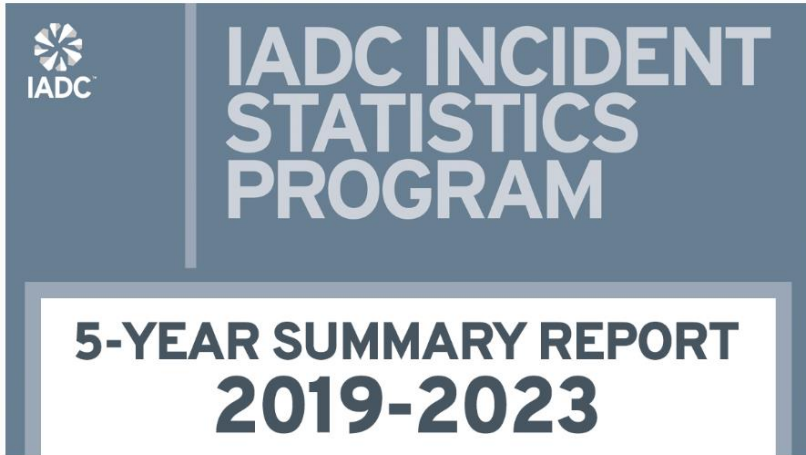




**IADC  
ISP Program  
2023**

SUMMARY OF OCCUPATIONAL  
INCIDENTS (INDUSTRY TOTALS)

*Issued 30 March 2024*



**IADC INCIDENT  
STATISTICS  
PROGRAM**

**5-YEAR SUMMARY REPORT  
2019-2023**

<https://iadc.org/health-safety-environment/incident-statistics-program/>



## **NEW web-based incident reporting/tracking system for Incident Statistic Program (ISP)**

On 22nd January 2024, IADC officially launched its new Tracking system for the ISP by sending out usernames and passwords to participants (currently 75 companies participating in ISP, representing more than 80% of all active drilling activity globally).

For IADC's Drilling Contractor Members that do not currently have their own system or database to track incidents and hours, the new ISP system can be used for this purpose at no cost.

This new web-based system will create a complete paradigm shift in the way the program operates by putting the individual participant in the driver's seat. For the first time users will have direct access to upload data into the system, as well as on-demand access to reports containing sophisticated visual analytics.



## Additional highlights of this NEW tracking system for IADC ISP

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In addition to having access to real-time reporting on demand, users of the new system will also now have the option to add the day of the week an incident occurred, instead of reporting only by month.

Users will also have the option to track whether an incident is a Serious Injury or Fatality (SIF) along with a space to add a comment with more information, which will enable more nuanced reporting.

The ability to track SIFs could give the industry new insights and assist the IADC Health, Safety, Environment & Training (HSET) Committee—alongside other industry groups and organizations—in crafting a more widely agreed upon definition for SIFs.

# Safety ALERT

MODU Unlatched from Well

Alert 24-3

## WHAT HAPPENED:

A moored semi-submersible Mobile Offshore Drilling Unit (MODU)(without dynamic positioning assist) exercised a controlled disconnect from the well and proceeded to move to survival draft due to increasing storm conditions. As the storm conditions worsened over a 3-day period, the MODU lost four of eight mooring lines. The loss of the four mooring lines caused the vessel to drift approximately 800 meters from its original surface (well) location while still connected to the remaining four mooring lines. Removal of non-essential personnel was undertaken after the loss of the fourth mooring line. The weather abated later on the 3rd day and a topline was secured to an attending anchor handling vessel the following day.

The immediate cause of the loss of the mooring lines was due to cyclic and very high dynamic loading of mooring lines on the unit's windward side over the three-day weather event. Examination of the mooring lines' failed chain-link arrangement revealed significant interlink chain wear at the crown of the failed links resulting from the aforementioned three-day weather event. Abraded chain link material resulted in a reduction of the subject mooring line's working load by an upwards of 20-25%.

## CONTRIBUTING FACTORS:

1. Mooring analysis and procedural requirements to slacken tension imposed on mooring components were not followed. This inattention to necessary weather-safe protocols permitted excessive loading of windward mooring lines.

## LESSONS LEARNED:

1. Recognized need to enhance personnel knowledge of heavy weather operation. Developed Well Specific Operating Guidelines to define clear parameters to aid decision making associated with watch circle operating criteria (eg. marine riser angle considerations, wind, currents, & impending weather forecasts).
2. Recognized imperative for enhancing procedures and developing training to improve understanding of the mooring analysis and optimizing performance and maintenance of the mooring system.

*A Safety Alert can consist of any type of health, safety & environment (HSE) notification or Near Miss/Near Hit alert. Proactive Alerts on jobs well done are also encouraged.*

# Safety ALERT

Dropped Object

Alert 24-2

## WHAT HAPPENED:

Before laying down the Bottom Hole Assembly (BHA), the Measurement While Drilling (MWD) employee recognized that the acorn nut on the lifting tool was loose and attempted to tighten it by hand. Although the MWD employee was aware of the required torque (300 ft.-lbs.), he did not use a torque wrench to torque the nut.

While laying down BHA, the rig crew used the rig floor hoist to lower the MWD tool down the v-door slide. During this process the lifting tool released from the MWD tool due to the acorn nut being improperly secured. The MWD tool was 8 – 10 feet above the Pipe Delivery System (PDS) when the drop occurred.

The MWD tool slid down the v-door slide, rolled across the PDS and came to rest on the ground near the PDS stairs.

## CONTRIBUTING FACTORS:

1. The acorn nut on the MWD tool was found to be loose and the MWD employee attempted to put the nut back on hand tight and without torque.
2. The MWD employee failed to Stop the Job and alert the rig crew of the issue.

## LESSONS LEARNED:

1. This event highlights the importance of stopping the job when something isn't right. Failure to Stop the Job allowed this Serious Injury or Fatality (SIF) Potential event to occur.
2. Although the MWD tool fell, nobody was injured because PDS barricades were properly installed and being honored. Following our Life Saving Rules allowed us to fail safely! Great job to the rig crew!

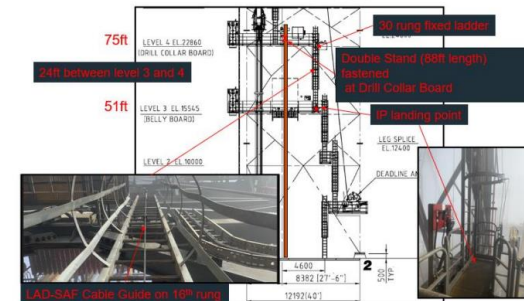
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# Safety ALERT

Alert 24-1

## WHAT HAPPENED:

Injured person (IP) had just completed untying a double stand of drill pipe that was lashed to the derrick. IP connected full body harness to the cable sleeve of the fall-arrest system and started to descend the derrick ladder when his foot slipped on a rung, causing him to fall 6-7 ft. (approx. 2 m) to the intermediary platform below.



## CONTRIBUTING FACTORS:

The installed fall-arrest system failed to stop IP's fall over a 6-7ft. distance. The fall-arrest manufacturer's technical specifications indicate that it may not stop a fall immediately and that a minimum clearance of 7ft. (2m) is required between the user's feet and the surface below for the system to stop the fall of an average person.

## LESSONS LEARNED:

The company reinforced to its employees to always maintain three points of contact (with hands and feet) while ascending or descending a ladder and to follow the manufacturer's instructions for the use, inspection and maintenance of fall protection equipment.

*A Safety Alert can consist of any type of health, safety & environment (HSE) notification or Near Miss/Near Hit alert. Proactive Alerts on jobs well done are also encouraged.*

<https://iadc.org/health-safety-environment/safety-alerts/>

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