

and to acquire additional expertise in matters of occupational safety generally (4.24). The principal sources of advice to which we refer are the Department of Trade on marine safety, the Civil Aviation Authority on aviation safety and the Health and Safety Executive on occupational safety (4.11).

6.7. We recommend that the Department of Energy should continue its policy to employ an Inspectorate consisting of well-qualified and industrially-experienced individuals, capable of a broad but authoritative approach to their monitoring and enforcement functions (4.39). We further recommend that Inspectors should be given the resources to conduct independent technical investigations into failures and accidents. (Appendix 15).

Certification

6.8. We firmly uphold the principle of independent certification of critical features of offshore structural and operational safety. In conformity with this view, we recommend that the responsibility of the Certifying Authorities be extended, as far as is practicable, to cover the complete oil and gas pressurised system from the down hole safety-valve to shore or tanker connections (4.28). We believe that the present Certifying Authorities are sufficient in numbers and have, or can acquire, the skills necessary to undertake this extension of their responsibilities.

6.9. The Construction and Survey Regulations would need amending to bring within the certification scheme the complete pressurised system referred to in para 6.8.

6.10. There should be a requirement for notification to the Certifying Authority of any placement, whether attached or not, upon an offshore installation, that could affect the validity of the Certificate of Fitness (4.31).

6.11. Consideration should be given to a scheme of official approval of independent surveyors qualified to undertake specialised surveys, if required, on behalf of the Certifying Authorities (4.32).

6.12. There should be provision for an appeal to the Secretary of State against the refusal of a Certifying Authority to grant a Certificate of Fitness (4.35).

Main legislation

6.13. UK civil and criminal law should be applied to vessels engaged in pipeline works and the problems of its application to attendant vessels should be thoroughly investigated (5.8).

6.14. The legal status of a floating installation moored alongside and attached by walkway to a fixed platform should be clarified and, if not already so, it should be made subject to the 1971 Act (5.3).

Nature of regulations and safety documentation

6.15. Future regulations should specify objectives and avoid overlap. Methods