

ENSURE ALL EMPLOYEES AND SUB-CONTRACTORS WORKING FOR AVALANCHE ACID REVIEW THIS NEWSLETTER.  
IT IS A KEY PART OF OUR SAFETY PROGRAM



JANUARY 2018 VOL.1

# MONTHLY SAFETY NEWSLETTER

## SAFETY TOPICS

- P.1- Health & Safety policy review
- P.2- A look into our company rules
- P.3-8Hours of service review
- P.9- Hose testing procedure
- P.10-12 Hazard ID's and near misses review



## **SAFETY SUGGESTIONS/CONCERNS**

If there is a topic or item that you would like either reviewed in a monthly newsletter or discussed at the quarterly safety meetings; please fill out suggestions and concerns form and please drop a note in the Safety Basket and we will do our best to accommodate your safety requests.

## WHAT DOES A HEALTH AND SAFETY POLICY MEAN TO YOU? THIS IS WHAT IT MEANS TO US!!

### HEALTH & SAFETY POLICY

The Health Safety and Environment Policy is intended to serve as an Environmental Health and Safety guide for all personnel who are required to follow these policies and procedures when working for Avalanche Acid Hauling Ltd. We are committed to conducting business safely and to continually improving our policies and practices for the future. The policies are designed to meet and/or exceed all Government regulations, and oil and gas recommended practices. No activity is more important than protecting the Health and Safety of our employees, contract operators and our customers. Our goal is Zero incidents and Zero harm to our people, communities and Environment in which we all work and live.

#### **Management and Supervisors**

- Place the highest priority on the health and safety of the preservation and protection of the environment
- Conduct our operations in a way that protects the safety and health of our employees, public and clients
- Ensure of employees with regular and consistent job-related training
- Require participation in our safety program from all levels and employees of Avalanche Acid Hauling Ltd
- Strive beyond compliance in our operations towards all applicable legal and regulatory requirements.
- Investigate incidents to determine root of cause and share learning's

#### **Workers**

- Participate in safety training programs
- Wear and use all personal protective equipment
- Obey all safety rules; follow recommended safe work procedures, codes of practice and policies
- Notify management and supervisors of hazards and any unsafe work
- Refuse to do work when unsafe conditions exist or are not competent to perform the job

#### **Accountability**

- Hold individuals answerable who choose not to perform their Health, Safety and Environmental responsibilities.

#### **Continuous Improvement**

- Regularly audit our health and safety program to recognize areas for future improvement
- Take step to minimize, control and eliminate all identified hazards.
- Maintain safety statistics to track and identify development opportunities
- Monitor company carrier profile and driver documentation

#### **Communication**

- Ensure all employees are aware of their right to refuse work if they establish their work to be unsafe
- Notify employees of potential hazards on a continual basis
- Perform regular safety meetings to discuss safety issues, concerns and opportunities with our employees.

**There are many policies that are linked to this one, company rules on the next page is one of them**

Proud Members Of



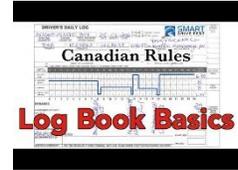
### HERE ARE SOME COMPANY RULES WE NEED TO FOLLOW TO ENSURE WE ALL WORK IN A HEALTHY AND SAFE MANNER!!!

For any company, rules are in place to protect the health and safety of employees so that unsafe working habits can be eliminated. Avalanche Acid Hauling Ltd will ensure that all employees are treated equally and fairly, so that employees at all levels of our company are aware of the general rules and know that they must be enforced to ensure the safety of all workers. Any disregard for our rules will lead to immediate disciplinary action at the discretion of management and supervisors.

- Accidents, injuries, near misses, spills and occupational illnesses, regardless of severity, will be promptly reported to supervisors
- First Aid Treatment is to be obtained immediately for any injury, however small it may seem
- Following safe job / work procedures and practices where applicable
- Personal Protective Equipment appropriate to the job will be worn at all times when in the shop and on the worksite. Minimum requirements are hard hat, steel toed boots, and safety glasses
- Avoid wearing loose fitting clothing
- Jewelry is prohibited on the worksites where a hazard may arise, with the exception of medical alert tags which must be break away style
- Damaging, disabling or interfering with safety, fire-fighting, or first aid equipment is strictly prohibited
- Do not disable, modify or remove any safeguard on equipment / tools
- Never operate a piece of equipment or perform a job that you are not competent on
- Know the location of fire extinguishers and first aid supplies
- Misuse of company equipment and tools is not permitted
- All vehicles will be operated in a safe and courteous manner in compliance with all private, local, provincial, and federal laws
- Housekeeping in equipment, company vehicles and shop are mandatory at all times, to keep a safe work area
- Running is not permitted anywhere except in the case of an emergency
- Horseplay, fighting, practical jokes, gambling, stealing, possession of firearms are strictly forbidden on the job
- Possession or use on the job of intoxicating beverages or unauthorized drugs is strictly forbidden
- Report fit for duty each day
- All employees are required to treat each other with respect and dignity to prevent workplace violence
- Workplace violence and harassment will not be tolerated
- Smoking is prohibited in all company property, including buildings, vehicles, and equipment. Any smokers must be at least 5 meters from any entrance or window as per the Tobacco Reduction Act
- There will be no smoking within 50 meters of surface hydrocarbon facilities and 7.5 meters from all fuel pumps and vehicles being refueled.
- All employees have the right and responsibility to refuse any unsafe work and must report to supervisor immediately for control of hazards



## WHY DO WE HAVE HOURS OF SERVICE REGULATIONS IN PLACE FOR DRIVERS?



The HOS's main purpose is to prevent accidents caused by driver fatigue. This is accomplished by limiting the number of driving hours per day, and the number of driving and working hours per week. Fatigue is also prevented by keeping drivers on a-cycle 1 or 2 schedule, maintaining a natural sleep/wake cycle (or circadian rhythm). Drivers are required to take a daily minimum period of rest, and depending on the cycle take rest periods every certain amount of days to combat cumulative fatigue effects that accrue on a weekly basis.

LET'S TAKE A LOOK AT THE REGULATIONS WE MUST FOLLOW!!

### DRIVER DUTIES

The duties performed by a driver can be classified into one of four categories or "Duty Statuses." These duty statuses are identified as:

- Off-duty time, other than time spent in a sleeper berth
- Sleeper Berth time (off-duty time spent in a sleeper berth)
- Driving time; and
- On-duty time, other than driving time

In the federal *Commercial Vehicle Drivers Hours of Service Regulations*, "**on-duty time**" means the period that begins when a driver begins work or is required by the motor carrier to be available to work, except where the driver is waiting to be assigned to work, and ends when the driver stops work or is relieved of responsibility by the motor carrier, and includes driving time and time spent by the driver:

- (a) Inspecting, servicing, repairing, conditioning or starting a commercial vehicle
- (b) Travelling in a commercial vehicle as a co-driver, when the time is not spent in the sleeper berth
- (c) Participating in the loading or unloading of a commercial vehicle
- (d) Inspecting or checking the load of a commercial vehicle
- (e) Waiting for a commercial vehicle to be serviced, loaded, unloaded or dispatched
- (f) Waiting for a commercial vehicle or its load to be inspected
- (g) Waiting at an on-route point because of an accident or other unplanned occurrence or situation
- (h) Resting in or occupying a commercial vehicle for any other purpose, except
  - Time counted as off-duty time in accordance with section 10
  - Time spent in a sleeper berth
  - Time spent in a stationary commercial vehicle to satisfy the requirements of sections 13 and 14, and
  - Time spent in a stationary commercial vehicle that is in addition to the off-duty requirements of section 14; and
- (i) Performing any work for any motor carrier



## FEDERAL DRIVING LIMITATIONS

The federal hours of service regulations consist primarily of 3 types of limitations to a driver's time; daily limits, work shift limits and cycle limits. Each type must be considered independently since a driver must comply with all 3 types at all times.

### 1. DAILY LIMITS

A "day" is defined as a 24-hour period that begins at the hour designated by the carrier and noted on the log for the duration of the driver's cycle.

- **The 13-Hour Driving Time in a "Day" Rule**

No carrier shall ask, allow or require a driver to drive, and no driver shall drive a commercial vehicle after that driver has accumulated 13 hours of driving time in a day.

- **The 14-Hour On-duty in a "Day" Rule**

No carrier shall ask, allow or require a driver to drive, and no driver shall drive a commercial vehicle after that driver has accumulated 14 hours of on-duty time in a day.

The 14 hours of on-duty time consists of driving time and on-duty time not driving. It is important to note that in some limited circumstances a driver may continue to *work* after reaching the 14<sup>th</sup> hour of on-duty time (example: when using the deferral exemption). They are only in violation if they *drive* after reaching the 14<sup>th</sup> hour.

- **The 10-Hour Off-duty in a "Day" Rule**

A motor carrier shall ensure that a driver takes, and the driver shall take at least 10 hours of off-duty time in a day. This off-duty time must include at least 2 hours of off-duty time (taken in blocks of no less than 30 minutes each) that does not form part of a period of 8 consecutive hours of off-duty time (although they can be consecutive). The 8 consecutive hours will be described in detail in the *Work shift Limits* section of the manual and as outlined in Section 14 of the federal regulation.

### 2. WORKSHIFT LIMITS

A "Work shift" is the period that begins when a driver begins work or is required by the motor carrier to be available for work at the end of a period of at least 8 hours off-duty and ends when the driver begins the next period of at least 8 consecutive hours off-duty. A work shift can span across more than one calendar day.

- **The 13-Hour Driving Time in a "Work shift" Rule**

No carrier shall ask, allow or require a driver to drive, and no driver shall drive a commercial vehicle after that driver has accumulated 13 hours of driving time in a work shift (this is not the same as the 13-hour driving time in a day rule).

- **The 14-Hour On-duty in a "Work shift" Rule**

No carrier shall ask, allow or require a driver to drive, and no driver shall drive a commercial vehicle after that driver has accumulated 14 hours of on-duty time in a work shift (this is not the same as the 14-hour on-duty in a day rule).

- **The 16-Hour Elapsed Time in a "Work shift" Rule**

No carrier shall ask, allow or require a driver to drive, and no driver shall drive a commercial vehicle after 16 hours of time have elapsed since the driver started a work shift (i.e. the clock starts ticking at the conclusion of the most recent period of 8 or more consecutive hours of off-duty time).

## **3. DRIVING CYCLES LIMITS**

Because of the cumulative effect of being tired over several days and weeks, the hours of service regulations include maximum on-duty times for 7-day and 14-day cycles. The allowable cycles identified within the federal legislation are:

- Cycle 1 – 70 hours on-duty in seven consecutive days; or
- Cycle 2 – 120 hours on-duty in 14 consecutive days, providing that the driver takes 24 consecutive hours of off-duty time so as to never accumulate more than 70 hours of on-duty time during the 14-day cycle period without taking 24 hours off

The motor carrier must choose whether each driver will follow the rules for Cycle 1 or Cycle 2. The driver must then declare the cycle choice on each daily log.

On-duty time includes both “driving time” and “on-duty, other than driving time.” The cycle hours are calculated by adding the on-duty hours of the current day to the on-duty hours of the previous six or 13 days. If a driver reaches the cycle limit, the driver must stop **driving**. The driver then has the option to either:

- Take the necessary number of hours of off-duty time to bring them back into compliance with the cycle limits (the cycle period continually slides by adding the current day and subtracting the oldest day of the cycle); or
- Reset their cumulative on-duty hours back to “zero” by taking at least the specified hours off-duty

## **MANDATORY 24 HOURS OFF-DUTY**

Regardless of the cycle a driver is operating under, no carrier shall ask, allow or require a driver to drive and no driver shall drive unless the driver has taken at least 24 consecutive hours of off-duty time in the preceding 14 days.

### **REMEMBER**

**NOTE:** It is important to remember a driver is only in violation of the above “Mandatory 24 Hours Off-Duty” if the driver is *driving*, provided that **NO** other hour limits are violated. The driver may continue to *work* without having a 24 hour period of off-duty time in the preceding 14 days, but they cannot drive until they have had 24 consecutive hours of off-duty time.

**NOTE:** It is important to remember a driver is only in violation of the above “Work shift Rules” if the driver is *driving* after reaching the limits. In certain limited cases, the driver may *work* after 13 hours driving, 14 hours on-duty or 16 hours of elapsed time, but they cannot drive until they have had 8 consecutive hours of off-duty time and a new work shift begins (example: when using the deferral option).

## **8 CONSECUTIVE HOURS OF REQUIRED REST**

The eight or more consecutive hours off-duty required to restart a workshift may be a combination of off-duty and sleeper berth time. A driver may also take the required eight consecutive hours rest in the sleeper berth or split the sleeper berth time into two periods (the sleeper berth option is covered in detail in the next section).





## HOW DRIVERS CAN SPLIT THEIR NEEDED REST UP

### 1. SINGLE DRIVERS

If the vehicle has a sleeper berth that meets the definition in the regulation, the driver can split the required 10 hours of daily off-duty time into 2 sleeper berth periods if:

- Neither period is less than 2 hours
- The total of the 2 sleeper periods is at least 10 hours
- The off-duty time is spent resting in the sleeper berth
- The total off-duty time in the day is at least 10 hours
- The total driving time before AND after EACH sleeper period does not exceed 13 hours
- The total of the on-duty time before AND after EACH sleeper period does not include any driving time after the 14<sup>th</sup> hour
- The elapsed time before AND after EACH sleeper period does not include any driving time after the 16<sup>th</sup> hour after the driver comes on-duty; and
- None of the daily off-duty time is deferred to the next day

### 2. TEAM DRIVERS

If the vehicle has a sleeper berth, that meets the definition in the regulation, team drivers can split the 8 hours of required sleeper berth time (of the 10 hours daily off-duty time) into two sleeper berth periods if:

- Neither period is less than 4 hours
- The total of the 2 sleeper periods is at least 8 hours
- The off-duty time is spent resting in the sleeper berth
- The total driving time before AND after EACH sleeper period does not exceed 13 hours
- The total of the on-duty time before AND after EACH sleeper period does not include any driving time after the 14<sup>th</sup> hour
- The elapsed time before AND after EACH sleeper period does not include any driving time after the 16<sup>th</sup> hour after the driver comes on-duty
- None of the daily off-duty time is deferred to the next day

## SAFETY BULLETIN FROM ONE OF OUR CLIENTS

**From Paramount Resources**

Greetings,

We have been receiving some inquiries in regard to the Safety Orientation for 2018. The Paramount Resources Worksite Safety online orientation is currently under development and will be launched at the end of January. A notification will be sent out when the orientation is available and there will be a three-month deadline to complete. All orientations completed in 2017 are still valid for until March 31, 2018.

Thank you for your understanding,

Paramount Resources

## COMPLETING A FEDERAL LOGBOOK PROPERLY

### REQUIRED INFORMATION

Carriers are required to ensure drivers maintain true and accurate daily logs each calendar day. A sample of a log that meets the requirements of the new federal regulations is contained in the Appendix at the end of this module.

The federal daily log must contain the following required information:

- The date, the start time of the day (if different than midnight), the name and signature of the driver and, if the driver is a member of a team of drivers, the names of the co-drivers
- The cycle the driver is following (if not driving under the provisions of an oil well service permit)
- The vehicle's unit or license plate number
- The starting odometer reading of each of the commercial vehicles operated by the driver
- The total distance driven by the driver that day
- The names and addresses of the home terminal and the principle place of business of every motor carrier by whom the driver was employed or otherwise engaged during the day
- If the motor carrier or driver was not required to keep a daily log immediately before the beginning of the day, the number of hours of off-duty time and on-duty time that were accumulated by the driver each day during the 14 days immediately before the beginning of the day
- Day 1 or 2 of deferral exemption, if used
- Record the name of the municipality or location (LSD) on a highway or legal sub-division, and the name of the province or state where each change of duty occurs
- Use of any exceptions in which a driver may exceed the maximum driving times
  - Emergency
  - Adverse driving

<p><b>FEDERAL HOURS-OF-SERVICE RULES</b></p> <p><b>DAY</b></p> <ul style="list-style-type: none"> <li>• A 24-hour period that begins at the hour designated by the carrier.</li> <li>• Minimum 10 hours off-duty in the day.</li> <li>• Maximum 13 hours driving in the day.</li> <li>• No driving after 14 hours on-duty in the day.</li> </ul> <p><b>WORK-SHIFT</b></p> <ul style="list-style-type: none"> <li>• The total elapsed time between 2 periods of off-duty time that are each at least 8 consecutive hours in duration.</li> <li>• No driving after 16 hours of total elapsed time in the work-shift.</li> <li>• Maximum 13 hours driving in the work-shift.</li> <li>• No driving after 14 hours on-duty in the work-shift.</li> </ul> <p style="text-align: right;"><i>continued below</i></p> 	<p><b>FEDERAL HOURS-OF-SERVICE RULES</b></p> <p><b>SLEEPER BERTH</b></p> <ul style="list-style-type: none"> <li>• Drivers must comply with rules for the "Day".</li> <li>• Work-shift limits on either side of each sleeper period are met:                     <ul style="list-style-type: none"> <li>- no driving after 16 hours on-duty;</li> <li>- maximum 13 hours driving;</li> <li>- no driving after 14 hours on-duty.</li> </ul> </li> <li>• Required off-duty hours may be split into 2 periods if:                     <ul style="list-style-type: none"> <li><b>Single Driver:</b> <ul style="list-style-type: none"> <li>- neither sleeper period is less than 2 hours;</li> <li>- total sleeper berth time is at least 10 hours.</li> </ul> </li> <li><b>Team Driver:</b> <ul style="list-style-type: none"> <li>- neither sleeper period is less than 4 hours;</li> <li>- total sleeper berth time is at least 8 hours.</li> </ul> </li> </ul> </li> </ul> <p style="text-align: right;"><i>continued below</i></p>
<p><b>FEDERAL HOURS-OF-SERVICE RULES</b></p> <p><b>CYCLES</b></p> <ul style="list-style-type: none"> <li>• Drivers must select and specify one of two cycles:                     <ul style="list-style-type: none"> <li><b>Cycle 1:</b> <ul style="list-style-type: none"> <li>- no driving after 70 hours on-duty in any 7 days.</li> </ul> </li> <li><b>Cycle 2:</b> <ul style="list-style-type: none"> <li>- no driving after 120 hours in any 14 days;</li> <li>- driver must take at least 24 consecutive hours off duty prior to accumulating 70 hours on duty.</li> </ul> </li> </ul> </li> </ul> <p><b>RESET / SWITCH CYCLES</b></p> <ul style="list-style-type: none"> <li>• Drivers can reset or switch cycles at any time:                     <ul style="list-style-type: none"> <li>- 36 consecutive hours off to reset Cycle 1 or switch from Cycle 1;</li> <li>- 72 consecutive hours off to reset Cycle 2 or switch from Cycle 2.</li> </ul> </li> </ul> <p style="text-align: right;"><i>see other side</i></p>	<p><b>FEDERAL HOURS-OF-SERVICE RULES</b></p> <p><b>OFF-DUTY</b></p> <ul style="list-style-type: none"> <li>• All drivers must take at least 24 consecutive hours off-duty in the preceding 14 days.</li> </ul> <p><b>DEFERRING OFF-DUTY TIME</b></p> <ul style="list-style-type: none"> <li>• Drivers may reduce their off-duty requirement of 10 hours by up to 2 hours providing:                     <ul style="list-style-type: none"> <li>- the 2 hours are not part of the 8 consecutive hours off-duty on Day 1;</li> <li>- the reduced time is added to the 8 consecutive hours off-duty taken on Day 2;</li> <li>- additional 2 hours off-duty are also taken on Day 2;</li> <li>- logbook clearly indicates "Deferred Used" and if 'Day1' or 'Day 2'.</li> </ul> </li> </ul> <p><b>For more information, log-on to: <a href="http://www.infratrans.gov.ab.ca">www.infratrans.gov.ab.ca</a></b></p>



### **GRAPH GRID**

The graph grid has to be completed in the prescribed manner:

- A continuous line is drawn between the appropriate markers for each 24-hour period in the grid to record the period of time when the driver is;
  - Off duty
  - Off duty time spent in the sleeper berth
  - Driving time
  - On-duty, not driving time
- Updated at the end of each change in duty status
- If the driver is engaged in making deliveries in a municipality that result in a number of periods of driving time being interrupted by a number of short periods of other on-duty time, the periods of driving time may be combined and the periods of other on-duty time may be combined (note that off-duty time is not addressed and must therefore be used to separate periods where duty statuses are combined – e.g. a lunch break can separate combined hours from each of the morning and the afternoon work periods)
- At the end of each day the total number of hours in each duty status shall be entered in the space to the right of each graph grid below the phrase “total hours” and shall add up to 24 hours
- Drivers must prepare and maintain logs in the time zone of the driver’s home terminal
- Every motor vehicle is required to have a working odometer. A hub-meter reading is acceptable in lieu of an odometer reading
- A driver must sign the log, certifying that the information provided is true and accurate
- A driver must indicate the city, village or town and provincial/state reference at each duty status change. While provincial and state references may be abbreviated, names of cities, villages and towns must be written out in full

### **POSSESSION OF LOGS AND SUPPORT DOCUMENTS**

Drivers who are required to maintain logs must prepare a log for each day that they are employed by a motor carrier including days which are spent off-duty. Drivers are further required to have the current day and the previous fourteen days available for inspection upon demand by a peace officer. A driver who is operating under an oil well service permit must produce at least a copy of the preceding 14 days, and for each of the required 3 periods of 24 consecutive hours of off-duty time in any period of 24 days.

Drivers, who have been off-duty for several days, may record their daily log information for multiple consecutive off-duty days on a single log book page (example shown on next page) provided that:

- The log page is fully completed with all applicable/required information (e.g. driver name; addresses for home terminal and principle place of business; total hours for each duty status; total hours in the day; cumulative cycle; start time of the day (if other than midnight); driver signature; etc.)
- The information on the log must be legible and accurate
- The days referenced as off-duty are consecutive dates
- The log page does not include information for a day that shows any duty status other than “off-duty time other than time spent in a sleeper berth” (i.e. the days off cannot be shown in the remarks section of a log completed on the first day the driver is back on duty)



## AVALANCHE ACID MONTHLY SAFETY NEWSLETTER

### HOSE TESTING (NORMALLY DONE BY OUTSIDE COMPANIES LIKE RELIANCE)

Tools/Equipment/Material Required : Cam locks , Pressure Gauge, Hammer and alphabet set				
#	Job Steps	Hazards Associated	Controls	Persons Responsible
1.	Check Hose for any defects (i.e. wire showing cracks, wear, worn spots)	-Slips/Trips/falls	-Ensure proper gloves and proper boots are worn -Be mindful of foot placement	Shop Personnel
2.	Clamp hose with cam locks and Install end caps	-Pinch points -Slip/Trips/falls	-Ensure proper gloves and proper boots are worn -Be mindful of foot placement when working	Shop Personnel
3.	Fill with water	-Slippery Surfaces	-Be observant of working area -Be mindful of foot placement when working	Shop Personnel
4.	Install pressure cap and gauge, Pressure hose with water 120 % of the working pressure	-High pressure -Manufactures Defects could cause a leak	-Do not stand in line of fire -Ensure hose is inspected	Shop Personnel
5.	Hold the pressure for 5 minutes	-High pressure	-Do not stand in line of fire	Shop Personnel
6.	Disconnect the hose from pressure source, Release pressure when test is over.	-Water splashing -High pressure -Slips/Trips/falls	-Bleed down -Do not stand in line of fire -Be mindful of foot placement	Shop Personnel
7.	Remove testing clamps	-Pinch points	-Ensure proper gloves and proper boots are worn -Be mindful of hand placement	Shop Personnel
8.	Stamp metal tag or washer with month, year, pressure and I.D in letter not less than 5m/m high	-Pinch points	-Ensure proper gloves and proper boots are worn -Be mindful of hand placement	Shop Personnel
9.	Affix tag to hose without damaging or degrading the pressure rating of hose Fill out the inspection report and sign	-Improper placement of tag causing defect	- Ensure proper training of tag placement in done	Shop Personnel

Safety Items Required			Risk Assessment
x	Basic PPE - Safety Glasses, Gloves, Steel Toed Boots, Coveralls,		<p style="text-align: center;"><u>LOW HAZARD</u></p> <p><b>A condition or practice likely to cause:</b></p> <ul style="list-style-type: none"> <li>A First Aid or visit to a doctor for a precaution</li> <li>Minor loss or damage to property, equipment, or vehicles</li> <li>Loss of company or client revenue up to \$1,000.00</li> <li>Small spill or release on site that doesn't require any regulatory reporting</li> </ul> <p><b>Action to be Taken:</b></p> <ul style="list-style-type: none"> <li>The hazard may require further study and/or action to minimize potential</li> </ul>
	SCBA/SABA	Goggles / Face Shield	
	Signs/Barriers	Apron / Rubber Gloves	
	Lock Out	Harness / Fall Protection	
	Permits	First Aid Kit	
	Ventilation	Fire Extinguisher	
	Reflective Vest	Spotter	



# AVALANCHE ACID MONTHLY SAFETY NEWSLETTER



## Avalanche Acid Hauling HID Log 2017

HID #	NM #	DATE	SUBMITTED BY	LOCATION	DESCRIPTION	ROOT CAUSE	FOLLOW UP ACTIONS	PERSON RESPONSIBLE	DATE CLOSED
	NM1767	31-Oct-17	Searle Arnold	ARC	Was spotted into unloading position and was parked on top of a 10" soft water line. Truck was in a muddy area with no rig mats. Over an hour to unload and the weight of the truck caused it to sink now touching the waterline	18,25	Was identified by workers on location and spoke with consultant. Upon review, the consultant dismissed it, however all drivers are required to perform walk around the whole truck and area after parking to identify any hazards on the site. Ensure to mark all hazards on JHA book.	Searle Arnold	31-Oct-17
	NM1768	31-Oct-17	Jason Coumont	Vesta	Unloading unit 125/T125 at Vesta in to a 400BBL tank. We had to use the load hose and two other hoses off the truck. Once rigged into the 400bbl tank, started to unload truck and noticed one of the hoses started to leak at both ends. Stopped, sucked back and changed rubber. Started to unload and was leaking again so sucked back and replaced the hose with another one from T125.	15	Replaced hose with a different hose from T125. Put ribbon on leaky hose and put in hose tray. Notified supervisor.	Jason Coumont	31-Oct-17
	NM1769	28-Oct-17	Searle Arnold	Whitecap	Moved off track to avoid local driver on road. Slipped into ditch when tried to take off. Was pulled out by another truck.	10,29	When in slippery or muddy conditions, utilize chains at all times. Even if not communicated by the prime to wear them. Assess all road hazards and implement controls as necessary	Searle Arnold	2017-10-28
	NM1770	17-Oct-17	Ed Ophus	Encana	Hooking up to unload T131, stepped on hitch and very big piece of the grating is missing. Very sharp edges on it. Almost fell through with leg.	15	New grating at shop to replace broken grating.	Ed Ophus	2017-10-17
H1771		20-Oct-17	Kendall Carlson	Hwy 2	Drive on highway 2 and had two cars pass with no lights on. It was dark out. Flashed lights and the cars just sped off.	22	Drive defensively and pay attention to other drivers	Kendall Carlson	2017-10-20
H1772		21-Oct-17	Ed Ophus	Encana	Skidsteer running around the lease as fast as it can go. Not watching around corners	22	Spoke with operator and advised to slow down	Ed Ophus	2017-10-21
H1773		25-Oct-17	Ed Ophus	Encana	Was function testing second unmanned shower unit on site. Was not working and found main water valve was shut off	7	Always check emergency/safety equipment prior to performing job tasks.	Ed Ophus	2017-10-25
	NM1774	2017-11-01	Jason Merkowsky	Vesta	Started to offload 28% acid into 400BBL tank and noticed that both ends of extra hose was leaking at both ends of hose at the cam locks. Stopped pumping and started to suck back on hose to change out rub o-rings. Started to pump again and cam locks still leaked so changed out hose.	15	Used drip trays under cam locks. Changed our hose and put red flagging on both end of camp lock - put back on trailer and took to shop for repairs.	Jason Merkowsky	1-Nov-17



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### Avalanche Acid Hauling HID Log 2017

HID #	NM #	DATE	SUBMITTED BY	LOCATION	DESCRIPTION	ROOT CAUSE	FOLLOW UP ACTIONS	PERSON RESPONSIBLE	DATE CLOSED
HID1775		2-Nov-17	Drew Barber	GP Shop	Landing gear crank handle metal is jagged. Could potentially rip through gloves and cut through skin	15	Always inspect equipment. When items are defective ensure to document on trailer inspection form or maintenance request form to be corrected.	Drew Barber	2-Nov-17
HID1776		7-Nov-17	Roger Mitchell	GP Yard	Someone flushed out 132, then closed the hatch covers but did not latch the wing nuts. If I hadnt checked the top, we would have had acid splash out of the hatch covers and had a spill	7	Ensure hatch cover is closed and latched after they have been opened. Ensure to always do a walk around prior to loading to ensure all hatches are secured	Roger Mitchell	7-Nov-17
HID1777		8-Nov-17	Ed Ophus	ARC	Before rigging in, I went to function test unmanned shower unit. It had no power going to it. Found person to get power to it. Tested and was OK. Was -20 out and could have froze up.	10	Always ensure to complete walkarounds and test safety equipment to ensure it is in good working order.	Ed Ophus	8-Nov-17
	NM1778	4-Nov-17	Scott Gale	Seven Generations	Was pushing load onto pumper when the pumper operator was telling me the hose was air locked and he tried to open cam locks on my load hose to bleed off the air line. I politely pushed him aside and told him that line is under pressure and that if he was going to open it, i was going to stand onthe other side of the truck if he did.	20	Always be aware of your surroundings and proper procedures set forth within the main HSE Manual. Stop all employees that are potentially putting themselves in harms way.	Scott Gale	4-Nov-17
	NM 1779	16-Nov-17	Shorty	N/A	While travelling home on the hwy, it was snowing and blowing around the road. There were vehicles in front of me and they all started slowing down due to vehicle pulled into the hwy when unsafe. I was travelling 90 km per hour and had to take the ditch to avoid a collision with the vehicles in front of the truck, waited till traffic was free and back out onto hwy and proceeded with caution.	22	Always be aware of the road conditions and the amount of time and distance it takes to stop the trucks. Keep safe distances between other vehicles on the road and be alert for oncomming hazards. Drive the appropriate speed for the road conditions as well.	Shorty	16-Nov-17
	NM 1780	19-Nov-17	Kendall Carlson	Chevron	Unloading fluid into a on-site tank when butterfly valve started leaking at tank. Sucked fluid back onto truck and they tightened the valve then proceeded once again to unload.		Always complete a visual check of third party equipment and report any issues immediately to the on-site supervisor.	Kendall Carlson	19-Nov-17



## AVALANCHE ACID MONTHLY SAFETY NEWSLETTER



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	NM 1781	19-Nov-17	Kendall Carlson	Chevron	Driving in snowy conditions near Fox Creek, driving in the slow lane heading north. A tractor trailer passed me and caused whiteout conditions. I slowly came to a stop because I couldn't see the road or other vehicles.	29,30	Always be prepared to slow down when other vehicles are about to pass when whiteout conditions could exist. Ensure to have hazard lights flashing if driving below 80 km per hour to warn drivers of slow moving vehicle.	Kendall Carlson	19-Nov-17
HID1782		20-Nov-17	Roger Mitchell	Avalanch Acid Shop	Went to pre trip unit 131/t131 and placards said UN 1789 and the BOL said residue last contained was for UN 1760.	12	Always change placards when changing fluid in the tanks, placards and BOL must be the same UN numbers. When finished your shift ensure BOL is located where the next driver can easily access it and ensure truck is ready for the worker coming on shift.	Roger Mitchell	20-Nov-17
HID1783		20-Nov-17	Jason Coumont	Arc Resources	Unloading fluid into a acid tank on location when the frac crew suddely closed the valve at the tank before	20	Ensure communication with tank/frac crew to ensure this doesn't happen again	Jason Coumont	20-Nov-17
HID1784		23-Nov-17	Jason Merkowsky	Sand Source	Climbing up and down hand rails(ladder) are really slippery	29	Install gripe tape on steel to prevent slipping of the hands	Jason Merkowsky	23-Nov-17
HID 1785		23-Nov-17	Michael Dixon	Avalanch Acid	Drivers are getting the wrong directions to lease, wrong volumes of product to mix and load	20	Dispatch must verify the proper directions to location and loading volumes with on-site supervisor for that job.	Michael Dixon	23-Nov-17
	NM1786	24-Nov-17	Arlen Harrison	16-15-39-11w4	Putting together hoses and hose had a wire poking out that penetrated hand	11,15	Ensure hoses are visually inspected every time their used for defects, if defects are found remove from service	Arlen Harrison	24-Nov-17
	NM1787	26-Nov-17	Drew/Jason M.	CFR	Went to load xylene for trican and noticed unit # 129 3" female to female adaptor was missing o-ring in one side. This could have cause a xylene spill.		Always inspect fittings every use for broken, cracked or missing o-rings and other defects.	Drew/Jason M.	26-Nov-17
	NM1788	28-Nov-17	Rick Carter	Fort Saskatchewan	Performed a walk around on the truck and wagon at a road side pull out and noticed fluid seeping from around a flange on wagon	15	Tightened the bolts on the flange to stop leak as temp fix, completed the job and brought wagon to shop for repairs. Unit was put out of services until repaired.	Rick Carter	28-Nov-17