

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



FEBRUARY 2018 VOL.02

# MONTHLY HEALTH & SAFETY NEWSLETTER

## SAFETY TOPICS

- P.1- Managements Commitment to safety
- P.2-6 Pre-trip training review
- P.7 – Conoco safety alert
- P.8-9 – Lease spill safety alert
- P.10-11 – Tony main rollover
- P.12 – Why TDG in pace
- P.13-14 – Hazard id 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.

## MANAGEMENT'S COMMITMENT TO SAFETY

AVALANCHE ACID HAULING LTD. is committed to their safety program and the compliance with all regulatory requirements as defined in the Commercial Vehicle Safety, Commercial Vehicle Certificate and Insurance, and all other applicable regulations as pertaining to Avalanche Acid Hauling Ltd. operations and NSC commercial vehicles in our fleet

It is the responsibility of Avalanche Acid Hauling Ltd. President to ensure that all aspects of the safety program are implemented and maintained in accordance with the applicable regulations and safety laws

Management will ensure that all drivers of company vehicles:

- comply with all regulations and safety laws
- comply with all company safety work practices and procedures
- comply with all Hours of Service rules and complete training in such
- comply with all Log Book regulations and complete training in such
- comply with all Trip Inspection rules and complete training in such
- understand all conditions and requirements of the load securement rules and complete training in such
- understand the importance of fatigue management and complete training in such
- understand the importance of journey management and complete training in such
- review and comply with all weight, dimension and permit requirements and complete training in such
- comply with all items identified under Avalanche Acid Hauling Ltd. Safe Driving Policy
- understand what is to be done in the event of an emergency or accident, how to complete required documentation and complete training in such
- partake in yearly driver's road tests
- partake in ongoing on-the-job training

Proud Members Of



## PRETRIP INSPECTION TRAINING

### Module 1: Preparing Yourself for a Pre-Trip Inspection

#### Personal Pre-trip/Shift Inspection

- Have you had adequate rest
- Have you abstained from alcohol and/or drugs for the past eight hours
- Are you in a defensive driving attitude
- Are you physically fit
- Is your appearance neat
- Am I fit for duty
- **If you answer NO to one or more of the above, notify your supervisor immediately**
- **If you answer yes to all of the above, have a safe shift**

#### Important Things to Know Regarding Pre-Trips:

1. Pre-Trips are good for 24 hours then a new pre-trip must be completed
2. Commercial vehicles must have a copy of schedule 1 inside the cab at all times
3. Drivers must keep a copy of pre-trip inspection performed for that day
4. Drivers must monitor their vehicle throughout their shift and if new defects are found they must be documented on the pre-trip for that day
5. Major defects must be reported immediately and the vehicle is not to be operated
6. Pre-trips must be handed in at the latest 20 days from completion
7. Vehicle inspections need to be retained for at least 6 months

### Module 2: Completing The Pre Trip

A person conducting an inspection in accordance with Schedule 1 or 2 or 3 shall prepare a report in a written or an equivalent electronic format that contains the following information:

- i. licence plate or unit number(s) of the vehicle(s);
- ii. motor carrier's name;
- iii. date and time of inspection;
- iv. city, town, village or highway location where the inspection was performed;

v. a statement signed by the person conducting the inspection and by the person driving the vehicle (if different than the person inspecting the vehicle) that the vehicle(s) identified on the report has(have) been inspected in accordance with applicable requirements;

- vi. the legible printed name of the person conducting the inspection; and
- vii. odometer reading (if equipped).

#### Dot Recommended Inspection Guidelines

##### Vehicle Inspection

- Is your vehicle clean inside and out
- Is an under the hook check required
- Is it mechanically fit for the job
- Is it legal for weight and distribution
- Check service brakes including trailer brake connections
- Check parking (hand) brake
- Drive unit away from the dock, then do a complete walk around
- Check steering mechanism
- Check all lights, connections and reflectors
- Check all tires, wheels and rims
- Check horn, windshield wipers and rear vision mirror
- Check emergency equipment (flares, first aid kit and fire extinguisher)
- Check van doors and latches
- Check load securing devices

##### Fifth Wheel Check

- Check fifth wheel mounting
- Check operation and position of fifth wheel locking handle
- Check locking block to ensure it is engaged
- Check lower coupler plate for proper connection and condition
- Ensure enough lubrication is on the fifth wheel



## Tractor – Trailer Pre-Trip Inspection

### Approach Vehicle

- Look for oil/coolant/fuel/cargo leakage under vehicle

### Enter Cab

- Use three point mount/dismount
- Start engine and build air to 90 – 100 psi
- Steering wheel free play exceed 30 deg.
- Gauges/warning lights normal
- Pump brakes down to 55 psi to test low air warning lights/buzzer
- Recharge to 90 – 100 psi and release parking brakes
- With engine idling, use foot valve to apply all brakes for one minute. After the initial pressure drop, gauge pressure should not decrease
- Re-apply parking brakes
- Blow horn(s)
- Washer/wipers work, windshield cracked
- Test defroster blower
- Charged extinguisher, reflector triangles (flares) and first aid kit on board
- Adjust seat and check mirror alignment
- Turn on 4-way flasher and low beams

### Walk Toward Rear on Left Side

- Make sure glad hands are tight
- Check air lines for wear or damage
- Visual check tractor brakes, suspension and frame; any cracks in drums, frame rails, or springs
- Left side wheels/tire damage; butts loose or missing; crack in wheel or rim
- Ensure that fuel tank cap(s) and crossover line are secure
- 5<sup>th</sup> wheel release lever latched and pin properly engaged
- Landing gear fully raised
- Sliding tandem locked
- Burned out lights or broken reflectors
- Spare tire rack/tire secure
- Trailer brakes, suspension and frame seem OK; no cracks, etc.

### Rear of Trailer

- Door/tie downs secure
- Flashers working

### Walk Towards Front on Right Side

- Make sure glad hands are tight
- Check air lines for wear or damage
- Visual check tractor brakes, suspension and frame; any cracks in drums, frame rails, or springs
- Left side wheels/tire damage; butts loose or missing; crack in wheel or rim
- Ensure that fuel tank cap(s) and crossover line are secure
- 5<sup>th</sup> wheel release lever latched and pin properly engaged
- Landing gear fully raised
- Sliding tandem locked
- Burned out lights or broken reflectors
- Spare tire rack/tire secure
- Trailer brakes, suspension and frame seem OK; no cracks, etc.



### Facing Tractor

- Are headlights and flashers working

### Back in Cab

- Use three point mount/dismount
- Turn off flashers
- High beams work, if unsure get out and look
- Release parking brakes
- Set the trolley valve, if equipped, and gently pull forward to test the 5<sup>th</sup> wheel connection

### When Hauling on the Highway

- Schedule in check and rest stops
- Ensure you have proper vehicle and load documentation
- Ensure your log book is up to date, with no discrepancies



## A COPY OF THIS SCHEDULE MUST BE PRESENT IN ALL TRUCKS!!!

### Schedule 1 – Truck, Tractor & Trailers

This schedule applies to trucks, tractors and trailers or combinations thereof exceeding a registered gross vehicle weight of 4500 kg.

| <i>Air Brake System</i>   |  |
|---|--|
| <b>Defect(s)</b> <ul style="list-style-type: none"> <li>Audible air leak.</li> <li>Slow air pressure build-up rate.</li> </ul>  | <b>Major Defect(s)</b> <ul style="list-style-type: none"> <li>Pushrod stroke of any brake exceeds the adjustment limit.</li> <li>Air loss rate exceeds prescribed limit.</li> <li>Inoperative towing vehicle (tractor) protection system.</li> <li>Low air warning system fails or system is activated.</li> <li>Inoperative service, parking or emergency brake.</li> </ul> |
| <i>Cab</i>  |  |
| <b>Defect(s)</b> <ul style="list-style-type: none"> <li>Occupant compartment door fails to open.</li> </ul>   | <b>Major Defect(s)</b> <ul style="list-style-type: none"> <li>Any cab or sleeper door fails to close securely.</li> </ul>  |
| <i>Cargo Securement</i>   |  |
| <b>Defect(s)</b> <ul style="list-style-type: none"> <li>Insecure or improper load covering (e.g. wrong type or flapping in the wind).</li> </ul>                              | <b>Major Defect(s)</b> <ul style="list-style-type: none"> <li>Insecure cargo.</li> <li>Absence, failure, malfunction or deterioration of required cargo securement device or load covering.</li> </ul>   |
| <i>Coupling Devices</i>   |  |
| <b>Defect(s)</b> <ul style="list-style-type: none"> <li>Coupler or mounting has loose or missing fastener.</li> </ul>   | <b>Major Defect(s)</b> <ul style="list-style-type: none"> <li>Coupler is insecure or movement exceeds prescribed limit.</li> <li>Coupling or locking mechanism is damaged or fails to lock.</li> <li>Defective, incorrect or missing safety chain/cable.</li> </ul>  |
| <i>Dangerous Goods</i>  |  |
|   | <b>Major Defect(s)</b> <ul style="list-style-type: none"> <li>Dangerous goods requirements not met.</li> </ul>   |
| <i>Driver Controls</i>  |  |
| <b>Defect(s)</b> <ul style="list-style-type: none"> <li>Accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly.</li> </ul> |  |
| <i>Driver Seat</i>  |  |
| <b>Defect(s)</b> <ul style="list-style-type: none"> <li>Seat is damaged or fails to remain in set position.</li> </ul>  | <b>Major Defect(s)</b> <ul style="list-style-type: none"> <li>Seatbelt or tether belt is insecure, missing or malfunctions.</li> </ul>   |
| <i>Electric Brake System</i>  |  |
| <b>Defect(s)</b> <ul style="list-style-type: none"> <li>Loose or insecure wiring or electrical connection.</li> </ul>   | <b>Major Defect(s)</b> <ul style="list-style-type: none"> <li>Inoperative breakaway device.</li> <li>Inoperative brake.</li> </ul>   |
| <i>Emergency Equipment &amp; Safety Devices</i>   |  |
| <b>Defect(s)</b> <ul style="list-style-type: none"> <li>Emergency equipment is missing, damaged or defective.</li> </ul>  |  |
| <i>Exhaust System</i>   |  |
| <b>Defect(s)</b> <ul style="list-style-type: none"> <li>Exhaust leak.</li> </ul>  | <b>Major Defect(s)</b> <ul style="list-style-type: none"> <li>Leak that causes exhaust gas to enter the occupant compartment.</li> </ul>   |

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# AVALANCHE ACID MONTHLY HEALTH & SAFETY NEWSLETTER

|  |  |
|--|--|
| <b>Defect(s)</b>   | <b>Major Defect(s)</b>   |
| <ul style="list-style-type: none"> <li>Exhaust leak.</li> </ul>  | <ul style="list-style-type: none"> <li>Leak that causes exhaust gas to enter the occupant compartment.</li> </ul>  |
| <b>Frame and Cargo Body</b>  |  |
| <b>Defect(s)</b>   | <b>Major Defect(s)</b>   |
| <ul style="list-style-type: none"> <li>Damaged frame or cargo body.</li> </ul>   | <ul style="list-style-type: none"> <li>Visibly shifted, cracked, collapsing or sagging frame member(s).</li> </ul>   |
| <b>Fuel System</b>   |  |
| <b>Defect(s)</b>   | <b>Major Defect(s)</b>   |
| <ul style="list-style-type: none"> <li>Missing fuel tank cap.</li> </ul>   | <ul style="list-style-type: none"> <li>Insecure fuel tank.</li> <li>Dripping fuel leak.</li> </ul>   |
| <b>General</b>   |  |
|  | <b>Major Defect(s)</b>   |
|  | <ul style="list-style-type: none"> <li>Serious damage or deterioration that is noticeable and may affect the vehicle's safe operation.</li> </ul>  |
| <b>Glass and Mirrors</b>   |  |
| <b>Defect(s)</b>   |  |
| <ul style="list-style-type: none"> <li>Required mirror or window glass fails to provide the required view to the driver as a result of being cracked, broken, damaged, missing or maladjusted.</li> <li>Required mirror or glass has broken or damaged attachments onto vehicle body.</li> </ul> |  |
| <b>Heater/Defroster</b>  |  |
| <b>Defect(s)</b>   | <b>Major Defect(s)</b>   |
| <ul style="list-style-type: none"> <li>Control or system failure.</li> </ul>   | <ul style="list-style-type: none"> <li>Defroster fails to provide unobstructed view through the windshield.</li> </ul>   |
| <b>Horn</b>  |  |
| <b>Defect(s)</b>   |  |
| <ul style="list-style-type: none"> <li>Vehicle has no operative horn.</li> </ul>   |  |
| <b>Hydraulic Brake System</b>  |  |
| <b>Defect(s)</b>   | <b>Major Defect(s)</b>   |
| <ul style="list-style-type: none"> <li>Brake fluid level is below indicated minimum level.</li> </ul>  | <ul style="list-style-type: none"> <li>Parking brake is inoperative</li> <li>Brake boost or power assist is inoperative.</li> <li>Brake fluid leak.</li> <li>Brake pedal fade or insufficient brake pedal reserve.</li> <li>Activated (other than ABS) warning device.</li> <li>Brake fluid reservoir is less than ¼ full.</li> </ul>              |
| <b>Lamps and Reflectors</b>  |  |
| <b>Defect(s)</b>   | <b>Major Defect(s)</b>   |
| <ul style="list-style-type: none"> <li>Required lamp does not function as intended.</li> <li>Required reflector is missing or partially missing.</li> </ul>  | <p><i>When lamps are required:</i></p> <ul style="list-style-type: none"> <li>Failure of both low-beam headlamps.</li> <li>Failure of both rearmost tail lamps.</li> </ul> <p><i>At all times:</i></p> <ul style="list-style-type: none"> <li>Failure of a rearmost turn-indicator lamp.</li> <li>Failure of both rearmost brake lamps.</li> </ul> |
| <b>Steering</b>  |  |
| <b>Defect(s)</b>   | <b>Major Defect(s)</b>   |
| <ul style="list-style-type: none"> <li>Steering wheel lash (free-play) is greater than normal.</li> </ul>  | <ul style="list-style-type: none"> <li>Steering wheel is insecure, or does not respond normally.</li> <li>Steering wheel lash (free-play) exceeds required limit.</li> </ul>   |

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**IF MAJOR DEFECTS ARE FOUND THE TRUCK OR TRAILER DOES NOT MOVE UNTIL FIXED**

### Suspension System

**Defect(s)**

- Air leak in air suspension system.
- Broken spring leaf.
- Suspension fastener is loose, missing or broken.

**Major Defect(s)**

- Damaged<sup>1</sup> or deflated air bag.
- Cracked or broken main spring leaf or more than one broken spring leaf.
- Part of spring leaf or suspension is missing, shifted out of place or in contact with another vehicle component.
- Loose U-bolt.
- patched, cut, bruised, cracked to braid, mounted insecurely.

### Tires

**Defect(s)**

- Damaged tread or sidewall of tire.
- Tire leaking (if leak can be felt or heard, tire is to be treated as flat).

**Major Defect(s)**

- Flat tire.
- Tire tread depth is less than wear limit.
- Tire is in contact with another tire or any vehicle component other than mud-flap.
- Tire is marked "Not for highway use".
- Tire has exposed cords in the tread or outer side wall area.

### Wheels, Hubs and Fasteners

**Defect(s)**

- Hub oil below minimum level. (When fitted with sight glass.)
- Leaking wheel seal.

**Major Defect(s)**

- Wheel has loose, missing or ineffective fastener.
- Damaged, cracked or broken wheel, rim or attaching part.
- Evidence of imminent wheel, hub or bearing failure.

### Windshield Wiper/Washer

**Defect(s)**

- Control or system malfunction.
- Wiper blade damaged, missing or fails to adequately clear driver's field of vision.

**Major Defect(s)**

*When necessary for prevailing weather condition.*

- Wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper.

# LET'S NOT BE THIS GUY LOL!!!!



search ID: mpcn236

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## HSE Notification

**Number: 2018 - 004**

**DATE: Wed, Feb 07, 2018**

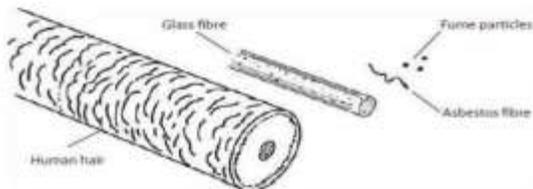
### CPC Clean-Shaven Requirements

Business/Facility /Site: ALL

Contact: **Frank Roberts / David Friess**  
SUR HSE DIR@cop.com

Location: ALL

The correct use of a respirator is just as important as selecting the proper respirator; maintaining a proper seal for all respirators is critical for effectiveness. You must be clean-shaven where the respirator seals with the face, as stubble prevents the mask from forming a good seal and protecting you from inhaling contaminants.



**Note:** This bulletin is intended to communicate changes to the program. The CPC [Respiratory Protection Procedure](#) should be reviewed and understood as it describes all CPC requirements.

#### What's Changing?

Personnel working in "the field" may or may not be required to be clean-shaven. Only personnel who may be required to don a respirator are required to be clean-shaven.

#### What's Staying the Same?

- Contractors / CPC Personnel who during any work activity or in the event of an emergency are/will be required to wear either air purifying or supplied-air respirators are required to be clean-shaven.
- CPC personnel included in the respiratory protection are required to be clean-shaven.
- For CPC employees, inclusion in the program will be indicated in OE Express.

In determining whether you are required to be clean shaven at the start of every day, consider the following examples. If based on your assessment you are still unclear, contact your local field H&S Coordinator or HSE Director.

Examples of personnel roles and tasks that require personnel to be clean-shaven include but are not limited to:

- Production operations
- Mechanical/Millwrights
- Instrumentation/Electrical
- Scaffolders/Insulators
- Emergency Response
- Brownfield Construction Projects
- Well Drilling/Completions/Well Servicing
- Fluid/waste transfer
- CPC visitors to Drilling and Completion / Well Service Sites when under D&C control or SimOps.

You are not required to be clean-shaven if your role or tasks is limited to the following and does not include any of the above:

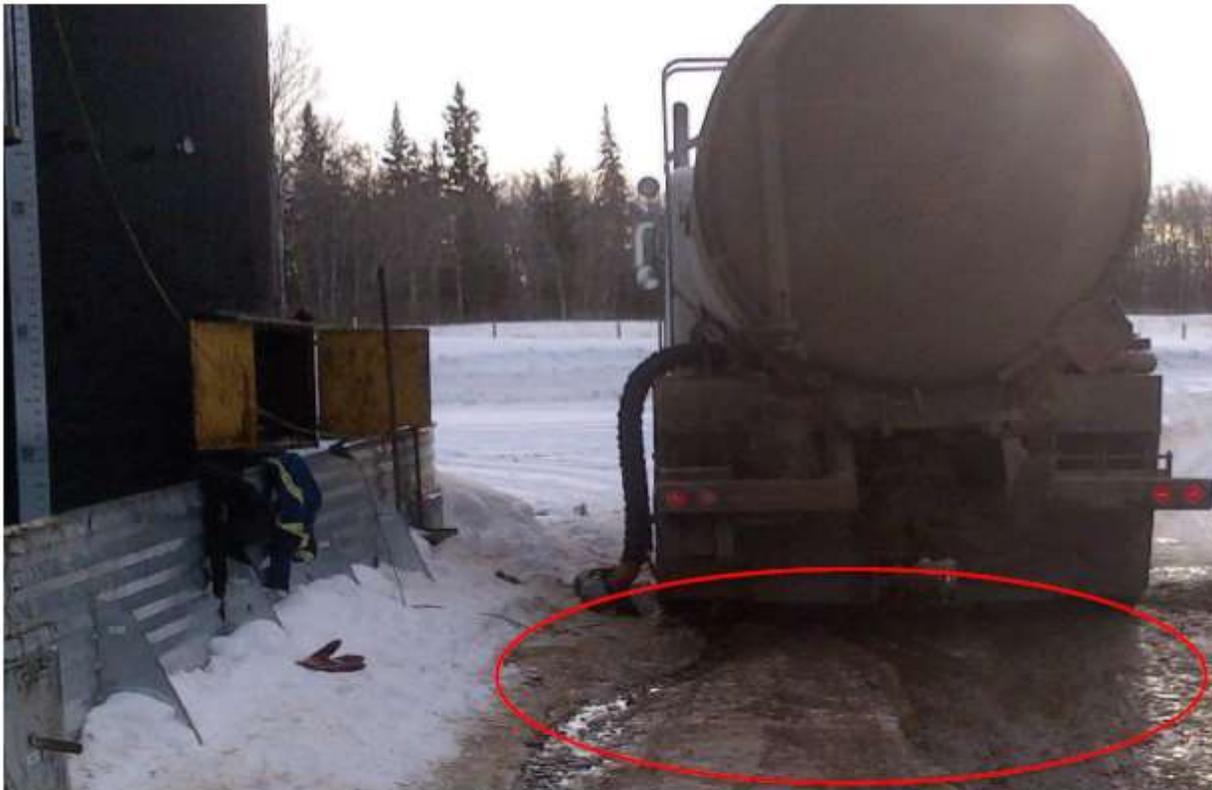
- Greenfield projects
- Dignitaries
- Regulators
- Delivery
- Camp/Catering
- Warehouse
- Security
- Auditors
- Medical personnel
- Office Personnel

***At ConocoPhillips, our work is never so urgent or important that we cannot take time to do it safely and in an environmentally responsible manner.***

## LOADING/UNLOADING OF PRODUCTION FLUIDS

### DESCRIPTION:

This Safety Alert was initiated by a producer after several incidents were reported relating to loading and unloading heated production fluids. Workers performing these activities are at risk of chemical exposure and burns when the fluids are heated. In one incident, a worker suffered a burn injury after coming into direct contact with heated production fluids. There is also potential for spills and sprays which require clean up and reporting.



**Example of a spill at a site during loading/unloading fluids. The production fluid spread over a large area behind the truck.**

### CAUSE OF INJURY OR LOSS:

This type of incident occurs when the truck load line is disconnected before the production valve is closed and residual pressure remains in the line. As a result, when the line is disconnected, fluid escapes and can come into direct contact with the worker and the environment.

## LOADING/UNLOADING OF PRODUCTION FLUIDS

### CONTRIBUTING FACTORS:

- Residual pressure in the load line was not released
- A safety device (pictured below) was not used
- Unaware of physical characteristics of fluids being handled/hauled
- Complacency because it is a routine task

### CORRECTIVE ACTIONS:

- Fluid hauling companies should consider requiring company-wide use of a safety device, like the ones in the photos below, which are specially-designed to protect workers and reduce risk of spills
- Workers must wear personal protective equipment (PPE) appropriate for the product being loaded and unloaded, e.g. face shield and not just goggles
- Operating companies should ensure fluid hauling companies have written loading/unloading procedures and trained workers
- Operating companies must communicate the following site specific information:
  - Load line hazards, including heat, pressure and contents
  - Copies of Safety Data Sheets (SDS) for fluids
  - Site specific contacts and emergency procedures



Examples of safety devices which reduce risk of fluid spilling or spraying; devices do not allow decoupling while there is pressure in the line

## ***Learning from Incident***

### **POTENTIAL FOR SERIOUS INJURY, COLLISION OR ENVIRONMENTAL IMPACT**

|   |                                  |
|---|----------------------------------|
| <b>SUBJECT: VEHICLE ROLLOVER – TONY MAIN ROAD KM 10.2</b>                             |                                  |
| <b>DATE:</b> [December 22, 2017]  | <b>ALERT NUMBER:</b> [7470-0003] |
| <b>REFERENCE:</b>   |                                  |
| <b>FOR ADDITIONAL INFORMATION CONTACT: Sr. Manager, Safety, Health &amp; Security</b> |                                  |

#### **How the Incident Occurred**

### **TONY MAIN ROAD KM 10.2**

#### **Carrier Incident on Tony Main Road KM 10.2**

A carrier finished loading sweet produced water from Chevron 03-23-62-22w5 on Friday December 22, 2017 around 1630 pm. Driver was on route loaded on the Tony Main Road to take the product to a disposal facility. When the truck approached the S-bend at km-10.5 he was notified on the radio that he would be meeting an oncoming truck. The truck was going approximately 45 km/hr. when he first heard the oncoming truck on the radio. He then began to slow down and pull over as he was coming out of the right hand curve and approaching the left hand curve of the road and the oncoming truck. The truck had slowed down to approximately 30 km/hr. by this time.

As the truck moved over to meet the oncoming truck around km 10.2, the trucks right drive tires caught the edge of the graded road. The driver attempted to use his jakes to continue to slow the truck down and steer slowly back onto the road, however, the unit continued to be sucked into the ditch. By this time the truck and trailer were both completely in the ditch and the driver applied the brakes in an attempt to stop the truck. Where the truck was traveling in the ditch was a culvert and a small ditch that ran perpendicular to the main ditch. The front of the truck made it over to the small ditch but flipper shortly after going across.

#### **Findings:**

Operating an at improper speed – given the slipperiness of the road and the approaching S-bend, the speed of 45 km/hr. was too fast for the current road conditions, regardless of the fact that there was one set of chains placed on the truck tires.

Inadequate guards/barriers – the small ditch that ran perpendicular to the road was about 3 feet deep and 12 feet wide. Has this ditch not been there it is believed that the truck would not have flipped onto its side and the incident would have just been a road departure. A guard on the shoulder of the road or a barrier in front of the ditch would potentially cause a lot less damage

Road conditions – The road conditions were very icy at the time of the incident which is why the driver was running chains. Fresh snow had fallen that day as well as a slight drop in temperature creating the unsafe road conditions.

## **Personal Factors:**

**Mental/Psychological Stress** – The driver has been going through some personal stress in his home life. He has been very open and honest with the carrier management team and there has been a support and check-in system put in place for him. The driver has been given him time off as needed to deal with the personal issues affecting him. The employee stated he was having a “good day” that day of the accident and was in a positive mood and felt he would be able to focus on his daily tasks. (The driver was in constant communication with the carrier dispatcher because of our check-in system which all drivers adhere to. He was only checked on that that day by management to determine his mind set. The carrier management has taken a Supervisory skills training course which had a session on Fit for Duty, we utilize that as well as an open door communication system with employees)

**Improper attempt to save time** – This was the last load of the day for this employee. It also happened to be the Christmas party that night which was leading into his weekend off. During the investigation it was evident there was an effort to drive a little quicker to get the job finished so he would be able to wrap up his day and begin his time off.

## **Job/System Factors:**

**Inadequate communication** – The carrier is fully aware that there is an increased risk of incident during the holiday season. A regularly scheduled monthly meeting was to take place the morning of the incident with one of the topic to be discussed being a reminder to slow down and focus on the task at hand. The meeting had to be postponed until the next week due to low attendance. A group message reminder should have gone out that morning in lieu of the meeting

## **Areas for Corrective Actions:**

- If road conditions are so poor that the need for a set of chains is evident then it may be beneficial to take the few extra minutes to put on a complete set as well as a steer chain. The extra chains would allow the driver to have the much more traction when the roads are icy.
- Communication between management and employees regarding the importance for everyone to take their time and slow down, not just during the holiday season but every day is very relevant and beneficial

## **Tenets of Operations Violations:**

Do it safely or not at all.  
There is always time to do it right.

The tenets address a wide range of behaviors. The key word in the tenets is Always.

- Always operate within design and environmental limits.
- Always operate in a safe and controlled condition.

## WHY IS TRANSPORTATION OF DANGEROUS GOODS IN PLACE AND WHO DOES IT PROTECT?

### INTRODUCTION

Every day in Alberta approximately 150,000 m<sup>3</sup> of petroleum crude oil and 360 MM m<sup>3</sup> of natural gas are produced. Of these amounts an estimated minimum 10% of the crude, which includes gas condensates (a quantity equal to 15,000,000 l) ends up being transported by road daily. In addition to this traffic there is also a 'reverse flow' of produced water/brine solution, in quantities approximately the same as the crude, being taken back for disposal down former producing wells. While the brine is not regulated by Transportation of Dangerous Goods (TDG) Regulations (federal), the residue of crude left in the tank is regulated.

### SURFACE TRANSPORTATION

In the oil patch there are two major means of transporting oil and gas products, namely by gathering lines / pipelines and by truck from battery to either a distribution point such as a pipeline terminal or a cleaning plant.

Pipeline operations are regulated under the Pipeline Act [RSA 2000]. Road traffic comes under the jurisdiction of the TDG Act and Regulations which are applicable at any time the dangerous goods are in the transportation mode.

### PURPOSE OF THE TDG ACT

The purpose of the TDG Act and Regulations is to promote public safety when dangerous goods are being transported by road, rail, sea and air. For instance, if a transport vehicle carrying dangerous goods is involved in an accident, the placards on the vehicle and the dangerous goods documentation (which must be kept in the cab of the vehicle) will help the emergency responders (e.g., fire, police) deal with the situation in the safest manner possible.

### 24 HOUR EMERGENCY AND INFORMATION LINE

Alberta Transportation, Dangerous Goods and Rail Safety Branch, maintains an emergency and information line. The Co-ordination and Information Centre (CIC) provides technical interpretations of the TDG Regulations as well as assistance in determining proper classification, documentation, safety marks and training requirements. They are available on a 24 hour basis at 422-9600 in Edmonton, or toll free in Alberta at 1-800-272-9600.



# AVALANCHE ACID MONTHLY HEALTH & SAFETY NEWSLETTER

## Avalanche Acid Hauling HID/NMLog 2018



| HID #   | NM #   | DATE      | SUBMITTED BY  | LOCATION | DESCRIPTION   | ROOT CAUSE | FOLLOW UP ACTIONS   | PERSON RESPONSIBLE | DATE CLOSED |
|---------|--------|-----------|---------------|----------|---|------------|---|--------------------|-------------|
|         | NM1801 | 7-Jan-18  | Jason Coumont | CNRL     | Turning right off of Emerson Trail onto RR95. Went as wide as I could turning off of Emerson Trail, as soon as the truck was on RR95, it started to slide towards the left ditch. I stopped the truck and backed up about 2 feet so the steering tires would not go into the ditch. The trailer ended up sliding into the ditch. Stopped and called dispatch. Off loaded 14m3 into unit 130. Was able to drive out of ditch after the off load. | 42         | This specific corner is very tight, so ensure to take as wide of turns as possible.   | Jason Coumont      | 7-Jan-18    |
| HID1802 |        | 8-Jan-18  | Trevor Cook   | Encana   | Went to location and sat on side of the location for 7hrs until coil was ready. Got woke up and rigged in, was told there was no shower and pumped 2 nights previous with no shower. Had no safety meeting and went directly into pumping.  | 22, 61     | Took matters into my own hands and put shower stairs down and made sure it was functioning. Made sure pump operator new how to run it before starting to pump acid. | Trevor Cook        | 8-Jan-18    |
| HID1803 |        | 10-Jan-18 | Ed Ophus      | Encana   | Minus 45 degrees wind on location, inserts on camlocks were shrunk, all were leaking  | 51         | Used cheaters on cam locks and all good.  | Ed Ophus           | 10-Jan-18   |
| HID1804 |        | 18-Jan-18 | Trevor Cook   | Secure   | Kept on doing jobs on wells that required crawling on wellhead to do swedge and rig in pumper   | 22         | Asked for stairs around the wellhead  | Trevor Cook        | 18-Jan-18   |
| HID1805 |        | 24-Jan-18 | Ed Ophus      | Velvet   | Parked and unloading acid beside twin pumper. Pumper suction manifold cracked and started leaking acid real bad   | 29         | Shut in my pump and sumps. Left area until they flushed and isolated side that was leaking  | Ed Ophus           | 24-Jan-18   |
|         | NM1806 | 25-Jan-18 | Rick Cartier  | Taqa     | Left location and hit hwy 49 heading east towards spirit river. Snow plow came towards me with lots of snow flying. 6 vehicles behind them and seen headlights in my lane. Hit brakes. Some vehicles were passing with poor visibility  | 58         | Stay alert at all times and drive defensively. Always be aware of other drivers   | Rick Cartier       | 25-Jan-18   |



# AVALANCHE ACID MONTHLY HEALTH & SAFETY NEWSLETTER

## Avalanche Acid Hauling HID/NMLog 2018



| HID #   | NM #   | DATE      | SUBMITTED BY    | LOCATION | DESCRIPTION   | ROOT CAUSE | FOLLOW UP ACTIONS   | PERSON RESPONSIBLE | DATE CLOSED |
|---------|--------|-----------|-----------------|----------|---|------------|---|--------------------|-------------|
|         | NM1807 | 25-Jan-18 | Rick Cartier    | Encana   | Drive to Whitcourt to get acid. Snowing and blowing snow. Poor visibility. Truck passed me and before he got by, started to swerve into my lane. Had to hit brakes so didn't clip front of truck. | 36,58      | Stay alert at all times and drive defensively. Always be aware of other drivers   | Rick Cartier       | 25-Jan-18   |
| HID1808 |        | 26-Jan-18 | Ed Ophus        | Encana   | Chemical blend tote cam locks on the 2" suction were coming loose and ears were opening   | 61         | Talked to plant worker and he ordered straps for around the cam ears.   | Ed Ophus           | 26-Jan-18   |
|         | NM1809 | 30-Jan-18 | Jason Merkowsky | ARC      | Snowy road and got snow blind and slide off road  | 58         | Drive as per road conditions and slowly. Take your time   | Jason Merkowsky    | 30-Jan-18   |
| HID1810 |        | 31-Jan-18 | Ed Ophus        | ARC      | Bulk plant operator asked me to circulate my truck tank and then while doing this go on top of my tank and add powder   | 33,34      | Refused to do this, would not leave my pump circulating while on top of my tank. Plant operator needs to go on top of the tank to do this task. | Ed Ophus           | 31-Jan-18   |