

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

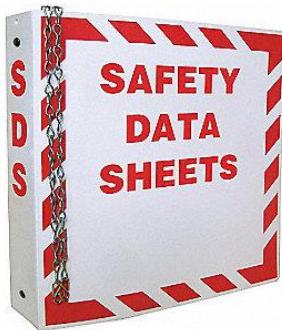


MAY 2018 VOL.05

MONTHLY HEALTH & SAFETY NEWSLETTER

SAFETY TOPICS

- P.1 Driving in the mud
- P.2-3 Impaired driving
- P.4-8 WHMIS 2015 changes
- P.9 – Defensive driving
- P.10-14 – Safety bulletins
- P.15-17 JSA 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.

DRIVING IN THE MUD SAFETY TIPS

- 1. Drive slow!** You are much less likely to slide around if you are taking it easy. Try a lower gear to control your lead foot.
- 2. Never stomp on the gas pedal!** If you are losing traction, either take your foot off the gas pedal or keep it steady. Nothing gets you stuck quicker than gunning the engine, which only makes your tires spin faster and your ruts deeper.
- 3. Drive so your tires ride the high areas of the road, not the ruts.** Ruts are wetter, therefore muddier, slippery, etc.
- 4. Do not ride the brakes.** If you are going downhill, shift to a lower gear or just go slow!
- 5. Do not stomp on the brake pedal to stop.** Pump it slowly. This is called cadence braking; it's what your ABS on modern cars does automatically when there is a loss of traction, i.e. wet or icy conditions.
- 6. If you start to slide, turn your wheels into the direction of the slide (as you would on ice), and start pumping the brakes.** If you can't stop and are heading off the road, turn into the slide and turn the car as gently as possible away from the edge. Sudden turns can turn the car over!
- 7. If you get stuck in the mud, put it in park, calm down and get out of the car/van/truck.** Survey the lay of the land and figure out the easiest way out of there.
- 8. Bring your cell phone so you can always call for help as a last resort.** If you have no cell phone or phone service, always travel with drinking water and supplies so you can wait it out.

Proud Members Of

COMPLYWORKS



Workplace Safety
Certificate of
Recognition

ISNetWorks
Collect. Verify. Connect.





Impaired driving law changes

Changes to Alberta's alcohol- and drug-impaired driving offences and sanctions come into effect April 9, 2018.

Overview

[Alberta is updating impaired driving laws](#) to prepare for the legalization of cannabis and to set time limits for licence suspensions.

The following changes come into effect on April 9, 2018:

- zero tolerance for cannabis or illegal drugs in the blood stream of GDL drivers, in addition to alcohol
- immediate 90-day licence suspension for impaired drivers, followed by participation in a one-year ignition interlock program

Proposed new blood drug concentration limits will come into effect later this year after federal legislation to legalize cannabis and update the Criminal Code receives Royal Assent.

Zero tolerance program

Drivers under the [Graduated Driver Licensing \(GDL\) program](#) found to have any amount of cannabis or illegal drugs in their blood are now subject to the same provincial sanctions that apply to alcohol, including:

- immediate 30-day licence suspension
- immediate 7-day vehicle seizure
- must remain in GDL program for 2 years, with one year of suspension-free driving time

GDL drivers who meet the requirements for criminal level impaired driving will be subject to any and all provincial sanctions and criminal penalties that apply.

Licence suspension program

All drivers who are reasonably believed to be criminally impaired, whether through alcohol, drugs or refusing to provide a breath or fluid sample, will be subject to the following sanctions:

- immediate 90-day licence suspension
- immediate 3-day vehicle seizure (7 day for a second and subsequent occurrence)
- mandatory remedial education
- one-year participation in a [provincial ignition interlock program](#)

Drivers who do not participate in the ignition interlock program will remain suspended for the year.

These sanctions are in addition to criminal charges and any and all penalties imposed by the court. There are no changes to the post-conviction requirements.

Impaired driving stats

Impaired driving is impaired driving, no matter what the substance may be.

Research from the Canadian Centre of Substance Use and Addiction shows that, on average, cannabis use doubles the risk of being involved in a collision.

They found that driving skills are negatively affected after consuming cannabis, including the reduced ability to:

- track moving objects
- respond to more than one source of information
- respond to sudden changes in driving environment

The risk of collision greatly increases if cannabis is consumed with alcohol. Mixing alcohol and drugs such as cannabis significantly increases impairment. In Alberta:

- 24.1% of all road fatalities involved a driver who tested positive for both alcohol and drugs in 2013
- 389 people were killed and 5,969 people injured in alcohol-related collisions between 2013 and 2015



CHECK STOP Government of Alberta

Blood concentration limits

Changes to federal impaired driving laws will come into effect after Bill C-46 receives Royal Assent later this year.

Proposed changes include:

- new drug-impaired driving offences with specified blood-drug concentration (BDC) limits for several illicit drugs and tetrahydrocannabinol (THC), the main mind-altering ingredient found in cannabis
- updated penalties for impaired driving

Detailed information will be provided before these changes come into force.

Drug-impaired driving is already a criminal offence. What will change is the blood-drug concentration limits for cannabis and cannabis/alcohol combination. This is similar to the existing .08 per cent blood alcohol concentration for criminal-level alcohol-impaired driving.

Table 1: Proposed blood-drug concentration limits

Blood concentration level	Federal criminal penalty *
2 nanograms (ng) per millilitre (ml) but less than 5 ng/ml THC	Maximum \$1,000 fine (summary conviction)
5 ng/ml or more THC **	1st offence: Minimum \$1,000 fine
OR	
2.5 ng/ml or more THC combined with 50 mg/100ml or more alcohol	2nd offence: Mandatory 30 days imprisonment 3rd offence: Mandatory 120 days imprisonment

* Penalties are more serious for drivers who have high levels of impairment or who injure or kill others while driving impaired, and those who are repeat offenders.

** This section also includes penalties for exceeding any blood drug concentration as established in federal regulations. THC is just the first. Limits for illegal drugs may follow.

WHMIS

Are You Ready?

WHMIS 2015 will be fully implemented by December 1, 2018.

 Stay ahead of the curve.

Phase 1

May 31,
2018

- Manufacturers, importers, and distributors must begin transitioning products, labels, and MSDS to WHMIS 2015

Phase 2

August 31,
2018

- Manufacturers and importers *must* be transitioned to WHMIS 2015
- Distributors must continue transitioning products, labels, and MSDS to WHMIS 2015
- Employers must begin transitioning products, labels, and MSDS to WHMIS 2015

Phase 3

November 30,
2018

- Distributors *must* be transitioned to WHMIS 2015
- Employers must continue transitioning products, labels, and MSDS to WHMIS 2015

Completion

December
1, 2018

- Employers *must* be transitioned to WHMIS 2015



How do
you
Transition?



Train your workforce

During the transition, you'll likely receive products that follow either WHMIS 1988 or WHMIS 2015. To protect your workers:

- Train them on **WHMIS 1988** and **WHMIS 2015** until **November 30th, 2018**
- Train them only on **WHMIS 2015** from **December 1, 2018** onwards
- Ensure all hazardous product labels and SDSs are **WHMIS 2015** compliant from **December 1, 2018** onwards



The WHMIS Transition

Do you know the differences between
WHMIS 1988 and WHMIS 2015?

Terminology

WHMIS 1988



WHMIS 2015



WHMIS 1988



WHMIS 2015



9 sections

16 sections

Signal Words

WHMIS 1988

No signal words



WHMIS 2015

Danger

More serious hazards

Warning

Less serious hazards

Hazard Classification

WHMIS 1988

No hazard classification



WHMIS 2015

Health Hazard

12 Categories

Physical Hazard

9 Categories

WHMIS
1988

SYMBOLS
Black and white circle



WHMIS
2015

PICTOGRAMS
Red square tilted 45-degrees on a point



Pictograms and Categories

Hazardous products sorted under WHMIS 1988 classes and symbols are now sorted into new **categories** and **pictograms**.

Correspondences

WHMIS
1988



WHMIS
2015



Class A



Class B1-B6



Class C



Class D1



Gases Under Pressure



Class D2



Flammable, Self-Heating, Emit Flamm Gases, Pyrophoric Gases, Liquid & So Organic Peroxides



Class D3



Oxidizing Gases, Liquids, Solids



Class E



Acute Toxicity - Oral, Dermal, Inhalation



Eye Irritation, Skin Irritation, Skin/
Respiratory Sensitization, Carcinogenicity,
Mutagenicity, Reproductive Hazards



Biohazardous Infectious Materials



Skin/Eye Corrosion, Corrosive to Metals



Explosive Substances



Aquatic Toxicity

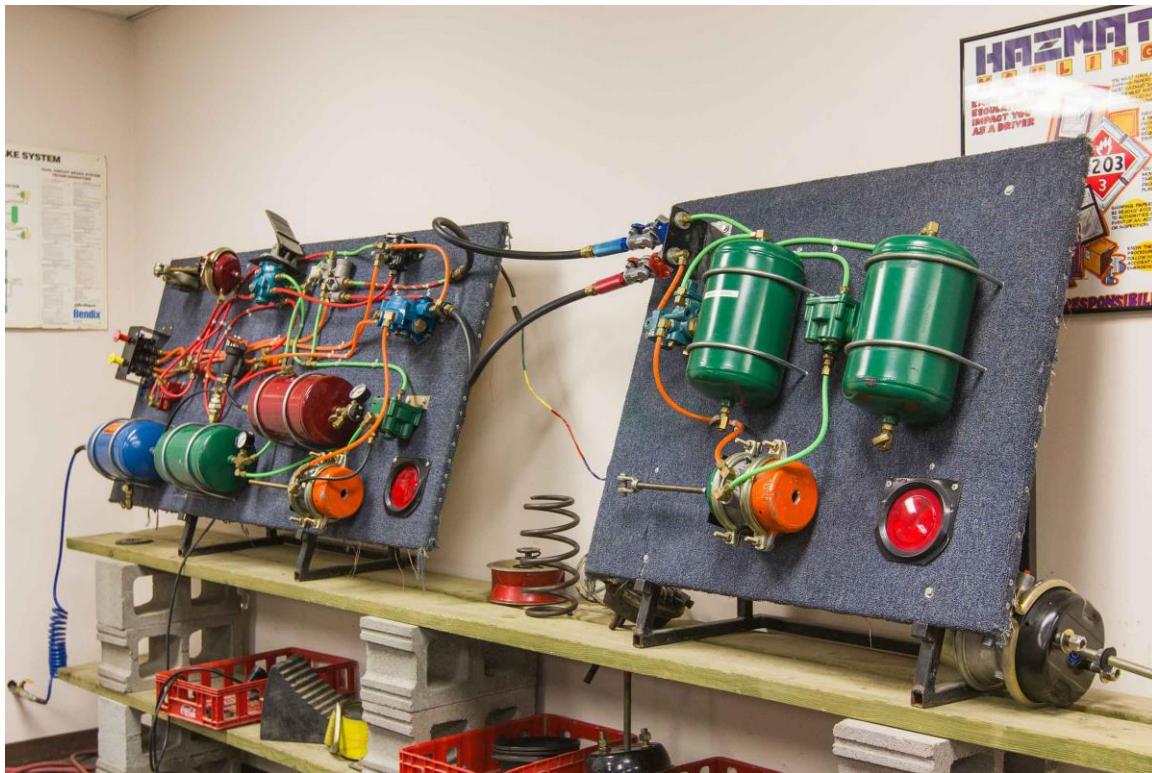
Avoid Distractions!



When we assume our driving "duties," one of the most important is that we be responsible for our actions and the results of those actions. In almost every case, a driver involved in a collision had an opportunity to avoid the collision—even when the other driver was responsible for the errors that led to the collision. Officers will tell you that a very common "excuse" heard after a collision is, "I never saw him!" Why? Quite often, it's because they were not paying attention to their surroundings and situation - and many times, that inattention was because the driver was distracted. To be a safe and responsible driver, it's important to recognize this and make constant efforts to avoid getting distracted.

Some of the most common driving distractions are: eating, drinking, applying make-up, talking on cell phones, adjusting the radio or changing CD's, dealing with rambunctious or misbehaving kids, or even just talking to passengers. Some drivers focus on single tasks (looking for an address, for example) and neglect all others. One of the most important skills for a driver is the ability to multi-task. Think about how much distance your vehicle is covering during the time you are distracted—at about 1.47 feet per second for each mile-per-hour you are driving, you can easily see how important it is to keep your mind and eyes on the road and your hands on the wheel! At 60 miles per hour, for example, every second that elapses you cover almost 90 feet ($60 \times 1.47 = 88.2$)—all while you might be fumbling for the CD you dropped!

You can help make the road much safer for yourself, your passengers, and the others around you if you make a habit of keeping the driving task as JOB ONE, and let someone else do the map reading or change the radio station! It's important to recognize your distractions—and make conscious efforts to minimize or avoid them. **Keep it between the fence-posts!**





Learning from Incident

POTENTIAL FOR SERIOUS INJURY, COLLISION OR ENVIRONMENTAL IMPACT

SUBJECT: SWEET PRODUCTION SITE TURNS SOUR

DATE: [April 1, 2018]

ALERT NUMBER: [7470-0004]

REFERENCE:

FOR ADDITIONAL INFORMATION CONTACT: Sr. Manager, Safety, Health & Security

In February we had a client production site turn from sweet to sour and go up to 100 PPM H2S. Thankfully, this occurrence resulted without harm. Complacency creeps into our lives every day, and my concern is that this happens with the potential for sites to turn sour.

My question, is how do we keep our drivers engaged to remember these risks at all production sites? I would like to challenge the leadership of our carrier-companies to make sure that your drivers are not getting complacent and putting themselves at risk.

In talking with some of our current carriers about how to manage this issue, I walked away with some easy wins that I wanted to share with all of you.

- Maintaining training (H2S Alive) current.
- Be aware of / use sour-loading procedures even when going to presumed sweet sites, where practicable.
- Test / have sour-loading PPE with you even when going to presumed sweet sites.
- Ensure driver's competencies are such that they can handle the task and all potential risks associated with the work that you have assigned to them.
- Practice, practice, practice your emergency response scenarios.
- Ensure orientations are completed and understood prior to going to sites.
- Understand site Emergency Response Procedures and muster points.

Remember; if anyone feels unsafe or unsure, it is our expectation and the responsibility of every worker to PAUSE or STOP WORK without hesitation.

I have attached the Ryder 7 Steps for Managing Work for reference. And please remember that starting work is not the first step.



7 Steps For Managing Work Scope on Site

1	Communicate	Did Ryder communicate to the Carrier the scope of work that needs to be performed when the equipment was requested ? Does the Carrier's driver understand the scope of work to be performed before starting the route?
2	Plan	Does the Carrier's driver understand the hazards and risks associated with the work? Has the Carrier reviewed their JSA associated with the scope of work, with their driver prior to starting their route?
3	Check Equipment	Does the Carrier's driver have the training and is the training valid to perform the work before going on site?
4	Prepare For Work	Has the Carrier's driver attended the pre-start meeting onsite? If not do they understand the scope of work? Has the Carrier's driver modified their JSA with any new hazards that have been identified in the specific area/line they will be working in? Have controls been put into place to migrate the risk ?
5	Control Energy	Has the Carrier's driver isolated energy sources (Lock, Tag out & Test), removed line of fire risks and ensure escape routes identified?
6	Final Check	100% Ready to Go - Is everything in place and verified by the Carrier's driver ?
7	Start Work	The Carrier's driver must comply/ intervene/ respect/ follow the life saving rules/well barriers/ MOC/ STOP the job/Hands Free/Red zone/Change.

Carrier Drivers must attend the site pre-start. The pre-start meeting will communicate the aspect of work to be performed on site .Carrier Drivers must review their JSA prior to driving and again at the job site. At the job site drivers must modify their JSA with any new hazards that have been identified in the specific area/line they will be working in and the controls that will be put into place to migrate the risk. The modified 



Learning from Incident

POTENTIAL FOR SERIOUS INJURY, COLLISION OR ENVIRONMENTAL IMPACT

SUBJECT: CARRIER ROLLOVER

DATE: [May 1, 2018]

ALERT NUMBER: [7470-0007]

REFERENCE:

FOR ADDITIONAL INFORMATION CONTACT: Sr. Manager, Safety, Health & Security

Date of Incident: May 1, 2018

Description: Carrier was at km 23 on the Tony main as he crested the hill, carrier saw a lowboy loaded with a track hoe, the worker felt that he was too close to the centerline and attempted to pull closer to the shoulder of the road.

Once the worker was on the shoulder the carrier felt the truck getting pulled into the ditch so he jerked the wheel back to the centerline. This caused the quad trailer to catch the edge of the road and it sucked the quad trailer into the ditch. The quad trailer traveled 160 feet in the ditch. As the front tires of the quad wagon started to come back onto the road the force on the pindle hitch caused it break. This caused the wagon to completely over turn and resting on its side. No fluid was lost from the wagon and no contact was made with the power pole.

- Scene was frozen and supervisor was contacted as well as the carrier Branch Manager, HSE team, and client. No Injuries were reported.
- Supervisor, branch manager and HSE arrived on location.
- Supervisor and branch manager assessed the scene to identify any potential leak (all fluid was contained inside the quad trailer).
- Upon arrive a driver was sent out to bring the field supervisor, and worker back to town.
- The truck was inspected and deemed fit to offload the invert mud. Once completed it was taken to carrier shop for further inspection
- Road control was called
- CIC was called to report the incident and coordination for the recover was initiated.
- JSA was built for the recovery of the fluid from the overturned tanker quad trailer.
- Vac truck and pup arrived on location and a safety meeting, FLRA and JSA review was held with all prior to offloading the tank.
- Rigged up Vac truck and then proceeded to initiate the evacuation of the invert then haul it to 11-7 location
- Once all the fluid was recovered from the quad trailer the road control closed the road and the quad trailer was recovered and brought back to carrier shop and all debris was picked up.





MONTHLY HEALTH & SAFETY NEWSLETTER

Immediate/Direct Cause

- Improper Position for the Task – Worker felt that he was too close to the center of the road and attempted to move over allowing more room for the oncoming vehicle to pass safely. The measurements of the width of road indicated that it was 33 feet allowing ample room for meeting wide loads.
- Failure to identify hazard/ risk – Identification of the time required to transfer fluid from 6-23 to 11-7 was not properly identified due to the slow loading time and congestion of the location allowing only one truck to load at a time.
- Failure to check/ monitor – Supervisor did not identify possible hours of service/ fatigue issues due to work load, organization and scheduling of trucks. Workers failed to identify possible fatigue issues within themselves do the extra effort required to complete the job.
- Congestion or restricted action – Due to the amount of activity on location it was unfavorable to improve loading time by having 2 trucks load at the same time.
- Inadequate information/ data - Limited information was relayed to dispatch and supervisor of the congestion and amount of fluid required to be transferred prior to arriving on location. Supervisor did not have enough time to properly survey the location and relay loading times with client.

Root Cause

- Inadequate metal/psychological capability (poor Judgment) – Worker believed that he was impeding on the oncoming vehicles lane and felt that he needed to give more room. But in reality the space available on the road was more than adequate to safely meet oncoming vehicles.
- Physical Stress (Fatigue due to task load or duration) – Supervisor failed to identify limitations within his employees due to the organizing of loads and trucks to ensure a smooth transition. Workers failed to communicate possible fatigue issues within themselves that could hamper their ability to safety complete their jobs.
- Inadequate communications (inadequate communications between different organization) – Not all relevant information was relayed prior to dispatching our equipment. Supervisors should have attended the site prior to transferring loads to identify and communicate with other services the possible delays required between trucks due to the congestion on the loading location.

Corrective Action

- Ensure job is stopped or fresh crew is in place if the job extends longer than expected.
- Review Fatigue Management Protocol with supervisors.
- Review Fatigue Management Protocol with drivers during next general meeting.
- Work with client to ensure adequate information for project planning, fluid volumes, and capabilities of loading more than one vehicle a time, vehicle configuration, and travel time.

Always remember and use the Chevron Tenets of Operation

- **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**.

1. Always operate within design and environmental limits.
2. Always operate in a safe and controlled condition.
3. Always ensure safety devices are in place and functioning.
4. Always follow safe work practices and procedures.
5. Always meet or exceed customers' requirements.
6. Always maintain integrity of dedicated systems.
7. Always comply with all applicable rules and regulations.
8. Always address abnormal conditions.
9. Always follow written procedures for high-risk or unusual situations.
10. Always involve the right people in decisions that affect procedures and equipment.



Learning from Incident

POTENTIAL FOR SERIOUS INJURY, COLLISION OR ENVIRONMENTAL IMPACT

SUBJECT: PRODUCER LOCATIONS – PERMIT & SITE ORIENTATIONS

DATE: [April 26, 2018] **ALERT NUMBER:** [7470-0006]

REFERENCE:

FOR ADDITIONAL INFORMATION CONTACT: Sr. Manager, Safety, Health & Security

Date of Incident: April 26, 2018

Description: Customer requested a vacuum truck to location due to ground staining from a 5L produced water spill earlier that morning. Customer requested a call back with the time that the truck would be on location so that they could coordinate with the operator. Agreed time was 08:00 the following day. Carrier dispatch verified that the operator had the clients HSE orientation. Carrier operator was dispatched to location and provided the gate code for location. Carrier operator arrived at location one hour early, opened the gate and proceeded to clean-up the spill around the riser box. Once the work was completed the worker left location and closed the gate. Later in the morning Carrier was notified that our worker had entered the location without a site-specific orientation and had completed the clean-up without a permit.

Findings: Three root causes were identified during the investigation.

- 1) Inadequate instruction / Vacuum truck operator did not know to wait for permit or worksite orientation, worker assumed that gate code was provided to gain access to location.
- 2) Primary dispatcher was on days off and relief dispatcher lacked experience dispatching to this client as this was first time dispatching to them. Relief dispatcher was not aware that a permit or worksite orientation was required.
- 3) Inadequate vertical communication between supervisor and person / Dispatcher did not communicate customer requirements as they were unknown.

Corrective Actions:

- 1) Discuss that client requirements to be included on dispatch and only include relevant information (Gate code was not required for non-scheduled work). All non-scheduled work to be completed under the authority of a permit.
- 2) Upgrade dispatcher training to reflect client requirements.

Always remember and use the Chevron Tenets of Operation

- 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.

1. Always operate within design and environmental limits.
2. Always operate in a safe and controlled condition.
3. Always ensure safety devices are in place and functioning.
4. Always follow safe work practices and procedures.
5. Always meet or exceed customers' requirements.
6. Always maintain integrity of dedicated systems.
7. Always comply with all applicable rules and regulations.
8. Always address abnormal conditions.
9. Always follow written procedures for high-risk or unusual situations.
10. Always involve the right people in decisions that affect procedures and equipment.



MONTHLY HEALTH & SAFETY NEWSLETTER

SCHLUMBERGER (CLAIRMONT) LOADING PROCEDURES FOR TRI QUAD

Tools/Equipment/Material Required: Tank truck

#	Job Steps	Hazards Associated	Controls	Persons Responsible
1.	Pull up to security shack. Guard will ask for appropriate information. Proceed when access is granted.	-Watch for equipment or people moving	-Be aware of your surroundings	Operators / Drivers
2.	Turn left after guard shack go to cement tanks. Turn right between, go to bay door.	- Watch for Equipment or people moving	- Be aware of your surroundings	Operators / Drivers
3.	Stop outside of bay door and don appropriate safety gear. If you are waved into the chemical loading bay, don PPE immediately after parking. Set parking brake.	- Watch for equipment or people moving -Watch overhead door -Ensure overhead door is fully open	- Ensure proper PPE-fire retardant coverall, rubber suit, rubber boots, safety goggles, hard hat, and rubber gloves. - Parking brake - Be aware of your surroundings	Operators / Drivers
4.	Once inside speak to Schlumberger operator.	- Watch for chemicals on the ground, totes with chemicals, vapors. -Watch for equipment or people moving	- Ensure proper PPE-fire retardant coverall, rubber suit, rubber boots, safety goggles, hard hat, and rubber gloves. - Parking brake - Be aware of your surroundings -Watch for trip hazards and spills	Operators / Drivers
5.	Prior to loading set out chock blocks and ground cables. Set out drip trays under vent line and hose connections. Ensure all fittings are stainless steel and acid compatible. Connect load hose to appropriate container to load chemical.	- Watch for chemicals on the ground, totes with chemicals, vapors. -Watch for equipment or people moving -Slip/Trip/Fall	- Ensure proper PPE-fire retardant coverall, rubber suit, rubber boots, safety goggles, hard hat, and rubber gloves. - Be aware of your surroundings -Watch for trip hazards and spills	Operators / Drivers



MONTHLY HEALTH & SAFETY NEWSLETTER

SCHLUMBERGER (CLAIRMONT) LOADING PROCEDURES FOR TRI QUAD - CONTINUED

6.	Enter cab of truck and engage PTO for pump.	<ul style="list-style-type: none">- Watch for chemicals on the ground, totes with chemicals, vapors.-Watch for equipment or people moving-Slip/Trip/Fall	<ul style="list-style-type: none">- Ensure proper PPE-fire retardant coverall, rubber suit, rubber boots, safety goggles, hard hat, and rubber gloves and respirator- Parking brake- Be aware of your surroundings-Watch for trip hazards and spills	Operators / Drivers
7.	Ensure vent lines are uncapped and open. Open appropriate sump, engage pump to load and open manual load line valve.	<ul style="list-style-type: none">- Leaks/Spills-Connection not tight/leaking or detaching-fire, fumes, splashes-mechanical breakdowns-pinch points-hose or connection failures-over pressure tank	<ul style="list-style-type: none">- Ensure proper PPE-fire retardant coverall, rubber suit, rubber boots, safety goggles, hard hat, and rubber gloves and respirator-Never sit in truck when loading-watch under truck for leaks-be aware of your surroundings and pay attention to job at hand-ensure connections are tight and secure-be aware of hand placement when tightening connections-ensure vents are open-properly grounded	Operators / Drivers
8.	When all chemicals are loaded into appropriate compartments, disconnect load line while pump is still engaged. Immediately cap load hose and close manual load line valve. Close sump and vent lines. Shut pump off.	<ul style="list-style-type: none">- Leaks/Spills-Connection not tight/leaking or detaching-fire, fumes, splashes-mechanical breakdowns-pinch points-hose or connection failures-over pressure tank	<ul style="list-style-type: none">- Ensure proper PPE-fire retardant coverall, rubber suit, rubber boots, safety goggles, hard hat, and rubber gloves and respirator-Never sit in truck when loading-watch under truck for leaks-be aware of your surroundings and pay attention to job at hand-ensure connections are tight and secure-be aware of hand placement when tightening connections-ensure vents are open-properly grounded	Operators / Drivers



MONTHLY HEALTH & SAFETY NEWSLETTER

SCHLUMBERGER (CLAIRMONT) LOADING PROCEDURES FOR TRI QUAD CONTINUED

9.	Circulate as required. See Safe Job Procedure for circulating tanks.	- Leaks/Spills -Connection not tight/leaking or detaching -fire, fumes, splashes -mechanical breakdowns -pinch points -hose or connection failures -over pressure tank	- Ensure proper PPE-fire retardant coverall, rubber suit, rubber boots, safety goggles, hard hat, and rubber gloves and respirator -Never sit in truck when loading -watch under truck for leaks -be aware of your surroundings and pay attention to job at hand -ensure connections are tight and secure -be aware of hand placement when tightening connections -ensure vents are open -properly grounded	Operators / Drivers
10.	Get paperwork, check out with guard @ guard shack.	-Watch for equipment or people moving	Be aware of your surroundings	Operators / Drivers

Safety Items Required			Risk Assessment	
X	Basic PPE - Hard Hat, Safety Glasses, Gloves, Steel Toed Boots, FR Coveralls, Ear Plugs		<u>HIGH HAZARD</u> A condition or practice likely to cause: <ul style="list-style-type: none">• Permanent disability or loss of life• Significant loss or damage to property, equipment, or vehicles greater than \$10,000.00• Environmental release that impacts off-site property or any waterways• Any media that may escalate to provincial coverage Action to be Taken: Quick action or attention is required to reduce the hazard to a level as low as practicable. Supervisor must be informed before work proceeds	
	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		