

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

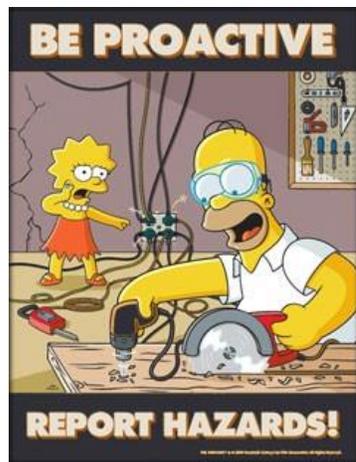


SEPTEMBER 2019 VOL.9

MONTHLY HEALTH & SAFETY NEWSLETTER

SAFETY TOPICS

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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.

HAZARD REPORTING

Purpose

Hazard reports are used to alert workers and management to any hazardous conditions or a deficiency of work procedures, found by workers and others at the worksite. Hazard reports fill in the gaps between Avalanche Acid Hauling. regular inspections, enabling management to provide a continuously safe worksite.

Reported Hazards and Near Misses

- If any unsafe behaviour, work practices, or conditions are observed they are to be reported to your supervisor / management immediately.
- If the safety non-compliance item will endanger the life or health of personnel on the site, the supervisor will ensure that work is stopped and the problems rectified.
- All workers on the site are informed of the hazard.
- Corrective action is taken to eliminate or reduce the impact of the hazard; such as:
 - marking hazards with signs, flags, lights, alarms, barricades, fences, labels or placards
 - providing personal protective and other safety equipment to workers
 - replacing faulty item/equipment that creates the hazard
- No work will commence until the hazard has been eliminated or is under control
 - An Accident/Incident Report form will be completed and kept on file
- Copies of the report will be given to appropriate authorities
- An investigation will be completed /reviewed for medium and high risk reports and kept on file



The "Safety Triangle"

Proud Members Of



HAZARD REPORTING CONT'D

Supervisors Responsibility

- When an unsafe act or hazardous condition or situation is noticed or reported, it is the supervisor's responsibility to:
 - assess the potential risk
 - is there a threat to human life, equipment or property
 - establish a method to either control or eliminate the identified hazard
 - marking hazard with signs, flags, lights, alarms, barricades, fences, labels, or placards, etc.
 - providing PPE or other safety equipment to workers
 - replacing the faulty item or equipment that has created the hazard
 - providing additional information regarding use, procedures, application, etc., if necessary
 - ensure that all employees are made aware of the identified hazard and the control measures
 - ensure that work does not commence until the identified hazard has been either control or eliminated
 - monitor the effectiveness of the control methods to ensure they are effective
 - ensure the proper documentation has been completed and submitted to management for review

All hazards should be immediately investigated and controlled by competent supervisor(s).



HAZARD REPORTING CONT'D

What are near misses? The disputed territory between lagging and leading indicators.

It seems that everyone wants to claim near misses for their cause. That should be good news – near misses present valuable opportunities to learn and improve. Unfortunately, sensible discussion on near misses can all too often degenerate into a debate about whether they are lagging or leading indicators of safety. Turn this around though and maybe that is a clue to debunking some of the fallacious arguments involving lagging and leading indicators. Let's explore.

Near What?

As a starting point: are we talking about a near MISS or a near HIT?

- It was a miss, but it was a close escape – a near miss, with “near” describing the miss.
- It nearly hit – a near hit, with “near” meaning almost.

The choice is yours. “Near miss” is conventional and well understood, that is why I choose to use it. However, having read Daniel Kahneman’s book *Thinking, Fast and Slow* it occurs to me that psychologically (considering cognitive ease) “near miss” may sound too good, too comfortable, too safe. “Near hit” is a less common phrase, with “hit” more likely to trigger a mental reaction than “miss”. If so, it may draw greater attention and reaction to the same event.

Luckily nothing happened – this time

Some say that in a near miss nothing actually happened. They argue that a near miss provides a glimpse into the future – a suggestion of something more serious that might happen on another occasion. The message is that, correctly understood, a near miss is an opportunity to learn. Apply that knowledge to take action to prevent possibly more serious consequences another time. Using this argument, near misses are taken as leading indicators that can be used to help create safety.

But it was an incident

“Near misses describe incidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and/or injury easily could have occurred” The clear message is that, despite no physical harm, something undesirable happened. On this basis a near miss is a lagging indicator.

Is a near miss an unsafe condition?

We can make a distinction between “near miss” and “unsafe condition”. An unsafe condition can exist even when there is no incident – making it a leading indicator. Examples could be corrosion of steel walkways, uninspected pressure vessels, defective brakes, PPE not worn, poor electrical grounding.

Too late?

Classing near misses as a lagging indicator does not necessarily mean too late. True you cannot go back and prevent that particular incident. But as with all incidents up to and including fatalities, it is still possible, if not an obligation, to investigate to learn from the experience and take remedial action to prevent a recurrence. In a sense the lagging indicator generated by incidents becomes a leading indicator for prevention.

7 TIPS FOR SAFER SCHOOL ZONES

Back to school time means: lunches to pack, grumpy kids to dress, homework to finish, all before rushing out the door. It also means setting a good example of safety on the way to and from school, by following these school zone safety tips.

Avoid School Parking Lots

Poor visibility and cramped spaces make parking lots dangerous for drivers and pedestrians. Please respect 'No Parking' signs and encourage your kids to walk around, rather than cut through. Always slow to a crawl and be aware of small pedestrians when backing up. Even if there are visitor spots available, play it safe and park a block away to cut down on congestion.

... And School Bus Zones

Trying to park a school bus full of excited children is hard enough at the best of times. Buses have big blind spots and poor maneuverability, which is why we put the bus loading zones as close to the school as possible. Parking in the bus zone, even for a few moments, just adds to the congestion. When passing buses on foot stay at least five steps back from the bus and stay extra alert for pedestrians when driving



SLOW DOWN

KEEPING CHILDREN SAFE IN SCHOOL ZONES

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7 TIPS FOR SAFER SCHOOL ZONES CONT'D

Point, Pause, Proceed at Crosswalks

School patrollers help our children cross safely but they aren't always there to remind drivers to slow down. Play show and tell with your kids – *tell* them how to cross safely using the Point, Pause, Proceed method, then *show* them you mean it by setting a good example. Use the crosswalk, cross at the corner, and make eye contact with drivers. Make sure the vehicle stops before stepping off the curb. Lead the way and watch your children follow!



Extra Attention in Drop-Off & Pick-Up Zones

The morning rush and after school pick-ups are the busiest times for teachers, parents, kids, and drivers. Minimize the risk by parking down the block and stretching your legs. Remember the sign with the stick child chasing the ball? Scan between parked cars, avoid bus zones, don't stop near crosswalks or let passengers out in the middle of the road. Avoid jaywalking and illegal u-turns. Help reinforce the safety message by leaving a few minutes early and taking your time.

Drive Distraction-free

By now we all know that being distracted behind the wheel can net you a [pretty hefty fine](#). But did you know that around one out of every three collisions is due to driver distraction? Set a great example by staying focused, keeping your hands on the wheel and your eyes on the road. The same rules apply to pedestrians too — teach your kids to put the phone away, avoid headphones, and always be aware of their surroundings, especially around moving vehicles.

Don't Idle

When the weather is cold, it can be tempting to keep the motor running during pick-up time. But cold weather is particularly bad for vehicle exhaust, which lingers close to the ground where children breathe, triggering asthma attacks. Unnecessary idling also wastes fuel and is hard on your engine (not to mention the environment) — the best way to warm up a vehicle is to drive it. Let's follow our children's lead and help protect the environment by never leaving a vehicle running in a school zone.

Energy Safety Canada is the national safety association for the oil and gas industry. We develop and support common industry safety standards, deliver effective learning systems, share data analysis and safety expertise with workers and employers, and advocate for worker health and safety. Our goal is the same as industry's – zero injuries, zero incidents.

Share and Collaborate / Energy Safety Canada works collaboratively with organizations to develop Safety Alerts that improve hazard awareness and injury prevention. Canada's leading oil and gas industry trade associations support the sharing of information to help companies of all sizes improve safe work performance.

Disclaimer / This document is intended to be flexible in application and provide guidance to users rather than act as a prescriptive solution. Recognizing that one solution is not appropriate for all users and situations, it presents accepted guidance that generally apply to all situations.

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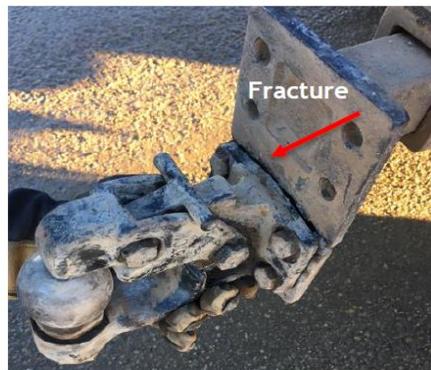
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FAILED HITCH RESULTS IN POTENTIALLY SERIOUS INCIDENT

DESCRIPTION:

Workers departed a work site towing a portable air compressor. While driving on a major highway, the trailer fell to the ground behind the vehicle. The mounting plate on the pintle hitch had broken in half along the upper bolt holes.

The driver managed to bring the trailer under control and safely pulled over.



THE HITCH WAS RELOCATED TO THE UPPER MOUNTING POSITION AS EMERGENCY MEASURE TO REMOVE THE COMPRESSOR FROM THE HIGHWAY.

CAUSE:

The welded gusset on back of the hitch mounting plate did not extend to the lower mounting holes which allowed the steel to flex and fracture.

CONTRIBUTING FACTORS:

Inadequate towing equipment for the weight and type of equipment being towed. A thorough visual inspection was not performed during maintenance or pre-trip.

Avoid the hazard of not knowing.

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COMPANY-IDENTIFIED CORRECTIVE ACTIONS:

- » The break-away safety restraint and the means of attaching it to the vehicle must have an ultimate strength of not less than the gross weight of the vehicle or trailer being towed.
- » Inspect all hitches to ensure the gusset extends at least to the centre of the hitch on the lowest setting.
- » Defective hitches and pintle mounts with cracks or concerning damage must be removed from service immediately.



MONTHLY HEALTH & SAFETY NEWSLETTER

BUMP TEST PROCEDURE

Tools/Equipment/Material Required : - Bump test gas, H2S monitor

Reviewed by: Roger Mitchell / Jamie Wojcichowsky

Date: April 3 2019

It is required by law that before every shift your personal gas monitor is to be bump tested and the results of that test are to be recorded. Below are the steps to follow for bump testing your personal gas monitor. This test is to be completed in fresh air atmosphere.

#	Job Steps	Hazards Associated	Controls	Persons Responsible
1.	Turn your monitor on and let it "ZERO" itself (this is a self-calibration)	-Gas leak	-Ensure bottle is secure and was stored properly	Operator / Driver Worker
2.	Place black clip on top of the 4 sensors	-Gas leak	-Ensure black clip is properly attached	Operator / Driver
3.	Attach the approved hose to the clip	-Gas leak	-Ensure hose has no hole/inspect hose for damage	Operator / Driver
4.	Attach the approved hose to the nozzle of the approved test gas canister	-Gas leak	-Ensure hose has no hole/inspect hose for damage -Ensure hose is properly attached	Operator / Driver
5.	Depress the trigger for a few seconds / and or till alarm goes off	-Gas leak	-Ensure proper inspection of equipment was performed -Ensure all equipment was properly installed	Operator / Driver
6.	Wait no less than 30 seconds for your monitor to read the gases	-Gas leak	-Ensure proper inspection of equipment was performed -Ensure all equipment was properly installed	Operator / Driver
7.	Record the results of the test (pass or fail) on the appropriate form	-Gas leak -Improper bump test	-Ensure proper inspection and installation of equipment -Ensure to contact office immediately and await further instruction if bump test a fail.	Operator / Driver

In the event that you have a sensor that fails the bump test you "MUST" contact the office immediately and await further instructions.

"DO NOT JUST ASSUME THAT IT IS SAFE AND CONTINUE WITH YOUR WORK!"

<u>GAS</u>	<u>ALARM</u>
Oxygen (O2)	under 19.5% - over 23.5%
H2S	10PPM Low alarm 15PPM High alarm
Carbon Monoxide (CO)	25PPM
Combustibles	10% LEL
PPM – Parts per Million	LEL – Lower Explosive Limit

Safety Items Required

	Basic PPE - Hard Hat, Safety Glasses, Gloves, Steel Toed Boots, FR Coveralls, Ear Plugs						
	SCBA/SABA		Spotter		First Aid Kit		Full face/cartridges
	Signs/Barriers		Reflective Vest		Permits		Chemical Apron / Rubber Gloves
	Lock Out		Harness / Fall Protection		Chemical boots		Goggles / Face Shield
X	Ventilation		Fire Extinguisher		On-site shower facilities		



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HID,PJR AND NM REVIEW									
HID #	NM #	PR#	DATE	SUBMITTED BY	LOCATION	DESCRIPTION	FOLLOW UP ACTIONS	PERSON RESPONSIBLE	DATE CLOSED
		1942	1-Jun-19	Skylar Ross	GP Shop	Summer is here. Stay hydrated and allow time for the extra traffic and people pulling campers	Positive Recognition	Skylar Ross	1-Jun-19
1979			7-Jul-19	Jeff Hiscoe	Chevron	Very tight quarter where I parked to unload. Sand bulkers are expected to squeeze around me. There should be lots of room but a couple of the drivers very close to my truck.	Make yourself readily available to help guide around the truck/corner.	Jeff Hiscoe	7-Jul-19
1980			4-Aug-19	Henry Levesque	Tiene Energy	Bear Sighting around location	Buddy system, medic has bear spray.	Henry Levesque	4-Aug-19
1981			15-Aug-19	Cody Walker	Brenntag	Pump developed a small leak	Drained load line and isolated valves for front compartment and used hose on the side of pump. Also used water to isolate.	Cody Walker	15-Aug-19
1982			23-Aug-19	Kendall Carlson	Nuvista	This incident happened 2 days in a row. Went to load out of tank on 4-3-69-8w6. One guy on site did not have a sds on what was in the tank or what it was. Loaded up 14m3 took back to shop and got a text saying call it 15% hcl.	SDS should always be on hand when dealing with corrosive chemical.	Kendall Carlson	23-Aug-19