

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



FEBRUARY 2020 VOL.2

MONTHLY HEALTH & SAFETY NEWSLETTER

SAFETY TOPICS

- PG.1 – DOT Policy Review
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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.

DOT POLICY REVIEW

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



WORKPLACE VIOLENCE POLICY REVIEW

Avalanche Acid Hauling Ltd. encourages a positive and enjoyable team environment where workers demonstrate respect and consideration for one another. Avalanche Acid Hauling Ltd. is committed to reducing/eliminating violence/harassment in the workplace. Control measures to reduce violence in the workplace may include signage, locked doors, lighting, emergency and working alone procedures. This policy will be reviewed in orientations and safety meetings at a minimum every three years, or earlier if a violence incident occurs and/or safety representative recommends review of the policy. Personnel will be trained through orientations and safety meetings. Workplace harassment or workplace violence is considered a hazard.

Workplace harassment is any single incident or repeated incidents of objectionable or unwelcome conduct, comment, bullying or action by a person that the person knows or ought reasonably to know will or would cause offence or humiliation to a worker, or adversely affects the worker's health and safety, and includes:

- conduct, comment, bullying or action because of race, religious beliefs, colour, physical disability, mental disability, age, ancestry, place of origin, marital status, source of income, family status, gender, gender identity, gender expression and sexual orientation, and
- a sexual solicitation or advance, but excludes any reasonable conduct of an employer or supervisor in respect of the management of workers or a work site.

Workplace violence includes (whether at a worksite or work related):

- The threatened
- The attempted or
- The actual conduct of a person that causes or is likely to cause physical psychological harm or injury
- Includes domestic or sexual violence

Workers that are subjected to, or become aware of, situations involving violence or harassment are required to report to management or seek external assistance as appropriate. Workers responsible for acts of violence or harassment will be subject to disciplinary action up to and including dismissal.

Supervisors are responsible to:

- Recognize workplace violence or harassment
- Respond appropriately and obtain assistance
- Remove workers with unsafe behaviours from sites if necessary
- Report incidents of workplace violence or harassment to management
- Eliminate / control any potential violent occurrence by the use of the disciplinary actions or other appropriate controls that are appropriate
- Investigate all incident of violence/harassment in the workplace
- Advise victims of violence/harassment to consult with a health professional

Workers are responsible to:

- Report incidents of workplace violence or harassment to their supervisor, or
- Consult a health professional (if they choose,) if exposed to or injured by, incidents of workplace violence

All improper conduct would be identified as horseplay, practical jokes, unnecessary running, sexual harassment, verbal abuse, the attempt or such behaviour will be dealt with through the discipline process.

The info. in this policy does not take precedence over applicable Legislation, with which all workers should be familiar

WORKPLACE VIOLENCE POLICY REVIEW CONTINUED

RESPONSE TO INCIDENTS

The following guidelines demonstrate an appropriate response if confronted by an individual displaying signs of aggression:

- Remain calm and try to calm the other person by encouraging them and listening patiently and carefully.
- Acknowledge the person's feelings, point out choices, and break big problems into smaller ones.
- Avoid escalating the situation.
- If you cannot calm the person, attempt to gain assistance from other co-workers or the on-site supervisor.
- If the aggressive behaviour continues, ask the aggressor to leave.
- If the aggressor fails to leave, call police.

REPORTING, INVESTIGATING AND DOCUMENTING

All incidents of intimidation, violence and threats of violence must be reported to management immediately. A written report must be kept of all incidents, detailing the date, time, location, people involved and a description of what happened. Management will immediately proceed to deal with the situation as follows:

- Ensure that injured workers receive immediate medical attention, regardless of the severity of the injury.
- Ensure that traumatized workers receive immediate counselling and trauma therapy;
- In cases of extreme violence where an employee or groups of employees are severely injured or traumatized, arrange for debriefing sessions to allow employees to cope with trauma.
- Ensure that affected workers have appropriate assistance in completing documentation associated with claims for WCB or insurance benefits.
- Conduct a thorough investigation of the incident through discussions with victims, witnesses and the person alleged to have committed an act of violence as described in the company policy.
- Document all findings to assist in determining the outcome of the investigation.
- Review the investigation findings with management at the most senior level to determine what, if any, disciplinary action will be taken.
- Address the alleged perpetrator and advise him/her of the investigation findings and the disciplinary action, if any that will be rendered.
- Address the victims of the incident to advise them of the investigation findings and the disciplinary action, if any that will be rendered.
- Immediately administer the disciplinary action as agreed upon by senior levels of management.
- Ensure that all documentation is filed in the appropriate personnel records.
- Discuss the incident at the next regularly scheduled safety meeting, providing an opportunity for employees to make suggestions as to how the incident might have been avoided and what could be done in future to avoid similar incidents occurring in the workplace.

Workplace Violence Policy does not take precedence over legislation, refer to Part 27 of the OH&S

DEFENSIVE DRIVING – BE A SAFE PASSER

A normal pass at highway speed can easily devour 1,500 feet of asphalt or more. In many places, whether passing is legal or not, there isn't that much visual range, because of rolling terrain or curves. While you are covering that 1,500 feet, you can assume that oncoming vehicles are also closing on you at nearly the same velocity, resulting in a closing speed near 200 feet per second -- about 140 mph. That 1/3 mile of passing distance can be covered by two opposing vehicles in *less than 9 seconds* -- and a normal highway pass takes approximately 15 seconds (time them yourself if you don't believe me!). Think about that!

So what's the point? First, consider whether you really need to pass at all. I think it is often a much wiser thing to do to consider how fast that guy ahead of you is going, and if he's close to your speed already, even if he's traveling a bit slower, then the smart thing to do is *back off*, maintain a safe following distance (3 or 4 seconds is great) and match his speed. Clearly, that would have been the smartest thing to do for that truck driver on the road to Kingman. We get caught up in the notion that somehow we're not "top dog" if we're not leading the pack, and we're willing to take chances to stay out there. I'll leave it to you whether that truly makes any sense.

If you decide you do need to pass, visually clear the road ahead and behind (others may be passing YOU). Make sure you have enough clear road ahead to pass without interfering with oncoming vehicles. Make sure passing is legal. Do not tailgate prior to passing -- maintain your following distance so you can see what's ahead. Don't speed while passing -- if you have to speed to pass someone, then there isn't any need to pass (and it is illegal). Finally, make sure you give the overtaken vehicle enough clearance when returning to your lane -- you should be able to see the front of the vehicle and its tires on the pavement in your mirrors. If you don't, the lane marker "bumps" can dislodge little rocks from your tires and break his windshield. He won't be happy about this.

Finally, remember that not all no-passing zones are always marked with solid yellow stripes or signs -- there are places where you are expected to know that passing is not allowed; some of these are near hill crests, approaching bridges, approaching intersections, etc.



RYDER MEETING REVIEW – FEBRUARY 5, 2020

Transport Canada –CVSA ROAD Check 2020



As we all know, the Commercial Vehicle Safety Alliance (CVSA) conducts an annual inspection blitz. The North America Check stop is usually run in June. This year it will be held in **May 5-7**.

Please see the link below for additional information.

<https://www.cvsa.org/program/programs/international-roadcheck/focus-area/>

There will be many more articles published between now and the beginning of May, we should all start talking about this event. I encouraging you to be prepared. The best preparation is for you to prepare you equipment and drivers prior to the Check Stop.

What enforcements will focus on in 2020

1. Hours of Service / ELD compliance
2. Driver Qualification
3. Seat Belts

Safety Moment –Road Departures

Some Causal Factors in Road Departures:

- **Roadway geometry:** width of road, work zones, alignment (with curves and/or grades) of the roadway.
- **Driver experience:** driver maturity, risk assessment, risk tolerance.
- **Driver and driving behaviors:** alcohol, distraction, secondary task, pre-incident maneuvers, speed choices, fatigue.
- **Vehicle characteristics:** vehicle configuration, type of load.



RYDER MEETING REVIEW – FEBRUARY 5, 2020 CONTINUED

Near Miss & Hazard ID Reports

- Please ensure you regularly submit your Hazard ID to Brian and Dave.
- We will be in discussion with Carriers that do not submit the Hazard ID
- Radio Controlled Roads –Hazard ID ensure that we have names of the carrier not calling mileage. Brian and Dave with follow up

Wheel Chocks -Required

Shell locations

Requirement: **If the truck is parked, with engine running –the wheels are to be chocked.**

If the truck is parked, engine turned off and the keys removed –the wheels do not need to be chocked. The truck is essentially locked out of service at that point.



Chevron locations

Criteria	Light Vehicle (Field)	Light Vehicle Non-Field	Heavy Vehicle	Bus
2 wheel chocks	X		X	X

RYDER MEETING REVIEW – FEBRUARY 5, 2020 CONTINUED

What is “Line of Fire”?

- Risk of coming into contact with a force your body cannot endure



Stored energy including pressure releases

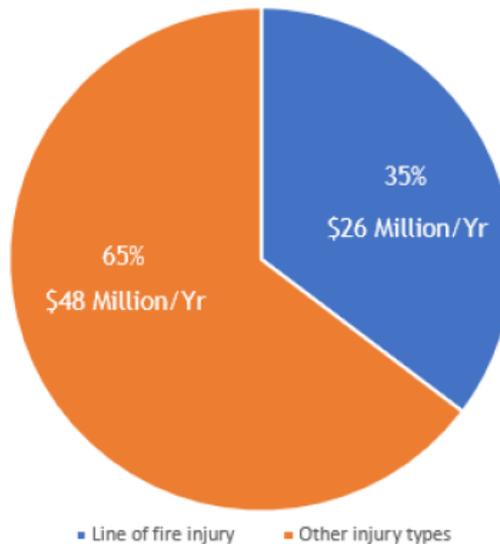


Striking hazards including dropped objects



Crushing hazards including hand injuries

How Significant are Line of Fire Hazards?



Current Status

- Line of fire (LoF) hazards, and the opportunity to correct them, are often overlooked
- LoF injuries are common and can lead to serious injury
- LoF hazards exist year-round

Line of Fire –Life Saving Rule

- **Large focus on body positioning**
- Keep yourself and others out of the line of fire
- Position myself to avoid:
 - –Moving objects
 - –Vehicles
 - –Pressure releases
 - –Dropped objects
- Establish and obey barriers and exclusion zones
- Take action to secure loose objects and report potential dropped objects



RYDER MEETING REVIEW – FEBRUARY 5, 2020 CONTINUED

LINE OF FIRE PREVENTION

5 QUESTIONS

1 PRESSURIZED EQUIPMENT

- Have you verified zero energy before cutting into or opening any equipment?
- Even after verification of zero energy, do you keep your body out of the line of fire?
- Are all compressed gas cylinders secured and upright with caps installed?
- Are you aware of the potential for line of fire when working with pressurized tools?

2 MOVING VEHICLES/HEAVY EQUIPMENT

- Have adequate precautions been taken in a workplace where there are moving vehicles?
- Are parking brakes and wheel chocks used for vehicles/ equipment parked on an incline?
- Does the operator have a clear view of personnel in the immediate area? If not, is there a banksman/flagman present?

3 PROJECTILES

- Are you aware of tasks that generate flying debris such as grinding, chipping, abrasive blasting, hydro-blasting, etc.?
- Are steps taken to contain projectiles and/or barricade and restrict access?
- Do you position tools to direct the projectiles in a safe direction, such as directing sparks from grinding into firebox?

4 MACHINERY & TOOLS

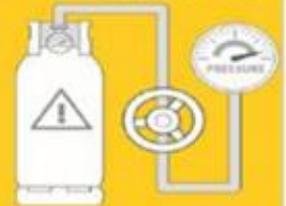
- Are people working near equipment with parts that can move suddenly?
- Could equipment rotate unexpectedly or continue to coast when de-energized?
- Do the safety devices designed for your tools and equipment work properly?
- Do you keep your hands off of sockets and anticipate movement if wrench slips?
- Can hands and fingers be trapped?

5 TENSIONED LINES/SPRING LOADED DEVICES

- Are you aware to stay well clear of tensioned lines (i.e. chain, cable and rope), strapping & coiled or spring-loaded devices?
- Are your hands and body clear of rigging equipment such as cables & shackles?
- Have you considered the potential for pipe movement when cutting or unbolting?



PT-Wells
Unconventionals





MONTHLY HEALTH & SAFETY NEWSLETTER

DATE	SUBMITTED BY	LOCATION	DESCRIPTION	FOLLOW UP ACTIONS	DATE CLOSED
1-Nov-19	Michael Hemeyer	Enercapita	Hoses left on location in a disorderly manner, not rolled up	All hoses need to be rolled up and stored in an appropriate way. Rolled and capped all hoses	1-Nov-19
8-Jan-19	Kendall Carlson	HYW 16 Near Acheson	While driving to Calgary, another driver was tailgating me, I slowed down to allow them to pass. They got about 4/5 cars ahead when they were cut off by a cattle car, this caused them to lose control and hit the ditch	Be aware of other always and drive defensively . Be patient and courteous to others	8-Jan-19
11-Nov-19	Michael Hemeyer	BJ Services/ Chevron	Road radio in unit 132 is not transmitting well enough to communicate with others adequately	Fix the radio issue	11-Nov-19
11-Nov-19	Michael Hemeyer	BJ Services/ Chevron	Slipped on the ice falling backwards and hit my head	Changed footwear to include boot spikes for extra grip	11-Nov-19
11-Nov-19	Brad Popma	Swan Hills	The start of 3-16 access road is very Icey and steep, you could easily lose control and end up in the ditch	Use extreme caution and take your time. Chaining up is necessary	11-Nov-19
12-Nov-19	Kendall Carlson	GP Shop	Filling totes by myself, this includes lots of running back and forth and connecting/disconnecting multiple times. Each connection point is a potential spill.	Remain focused on the task, recommend a single tank rather than multiple totes	12-Nov-19
15-Nov-19	Brad Popma	Whitecourt	While driving it has become very foggy and Icey.	Slow down and drive to the conditions.	15-Nov-19
16-Nov-19	Sean Axtell	1-32 Crew Energy	Lease is very bumpy and full of holes and is Icey	Watch your footing and pay attention to where you are walking.	16-Nov-19
19-Nov-19	Brad Popma	15-6-62-21W5	Valves on location are starting to wash out and are becoming increasingly hard to control the flow	Reported to company representative to complete preventative maintenance	19-Nov-19
21-Nov-19	Henry Levesque	5-20-62-19W5	On the way into location there were 4 large rocks sitting in the middle of the road	Pay attention and scan the road ahead. Use defensive driving. Stopped and removed the rocks on the way out of location	21-Nov-19
22-Nov-19	Lucas Anderson	5-20 Pad	Valve handle to the tank is getting rusted and is getting harder to control when opening or closing	Reported to company representative to complete preventative maintenance	22-Nov-19



MONTHLY HEALTH & SAFETY NEWSLETTER

DATE	SUBMITTED BY	LOCATION	DESCRIPTION	FOLLOW UP ACTIONS	DATE CLOSED
27-Nov-19	Brad Popma	Whitecourt	Operators attempted to gravel the yard because it was a sheet of ice, however they used gravel made of golf ball sized rocks that have become a tripping hazard	Plow yard properly, operator was informed of the hazard	27-Nov-19
27-Nov-19	Kendall Carlson	Chuchage Rd km 73	While driving at night, up a hill it was too slippery and I only made it half way up. I slowly backed down the hill. When I got to the bottom of the hill, my trailer was beside me. There were no bumps or damages. I disconnected the trailer to get myself sorted out and back onto the road.	Use tire chains and drive to the conditions	27-Nov-19
7-Dec-19	Henry Levesque	6-6-65-17W5	blowing wind and light snow making footing very slippery, along with obstacles surrounding your work area	dress warm, wear boot cleats, walk like a penguin, know your surroundings	7-Dec-19
7-Dec-19	Michael Hemeyer	Shop	Electrical cord, female end in methanol spill at methanol tank	Move cord to correct location	7-Dec-19
7-Dec-19	Steve Servant	5-9-88-23W6	Large rocks on edge of the lease going towards medic shack on a down hill	Watch your step, be mindful of footing.	7-Dec-19
7-Dec-19	Brad Popma	Blue ridge road	Logging trucks driving erratically and not calling kms caused 1 accident, pushed 2 others off the road and nearly put myself off the road	Always be aware and ready to act.	7-Dec-19
14-Dec-19	Lucas Anderson	94-A-13	Vent line off of a 400bl in the group of tanks we are offloading, has a 1/4 valve screwed on the end of it. Which makes it stick out into the path we are to run our hoses. Hard to see at dark and easy to forget while tasks on our mind.	Spot tanks differently, better lighting, be aware and observant of your surroundings.	14-Dec-19
14-Dec-19	Brad Popma	11-29-64-13W5	Was brought to my attention that a 3rd party acid company was using avalanche acid hoses without permission	render hoses inoperable by inconvenience or rig out completely if problem persists	14-Dec-19
19-Dec-19	Kendall Carlson	6-24pad	On pipe stone site and I saw swedge left in a tank of acid no cap, open with just the tank valve.	Picked up and brought up to management.	19-Dec-19
22-Dec-19	Lucas Anderson	1-2 Pad	Very Dark in tank farm with hoses hooked up making easy tripping hazard and snow covering plastic barriers for inside berm. Very slippery footing.	Light towers to see surroundings, boards to lay down on top of plastic.	22-Dec-19