

UPSTREAM AMERICAS

Onshore Gas



Core Contractor HSE

Wild Hay Oilfield Services

Ltd.





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Road Conditions and Driver Awareness.



Case for Action – Driving Conditions

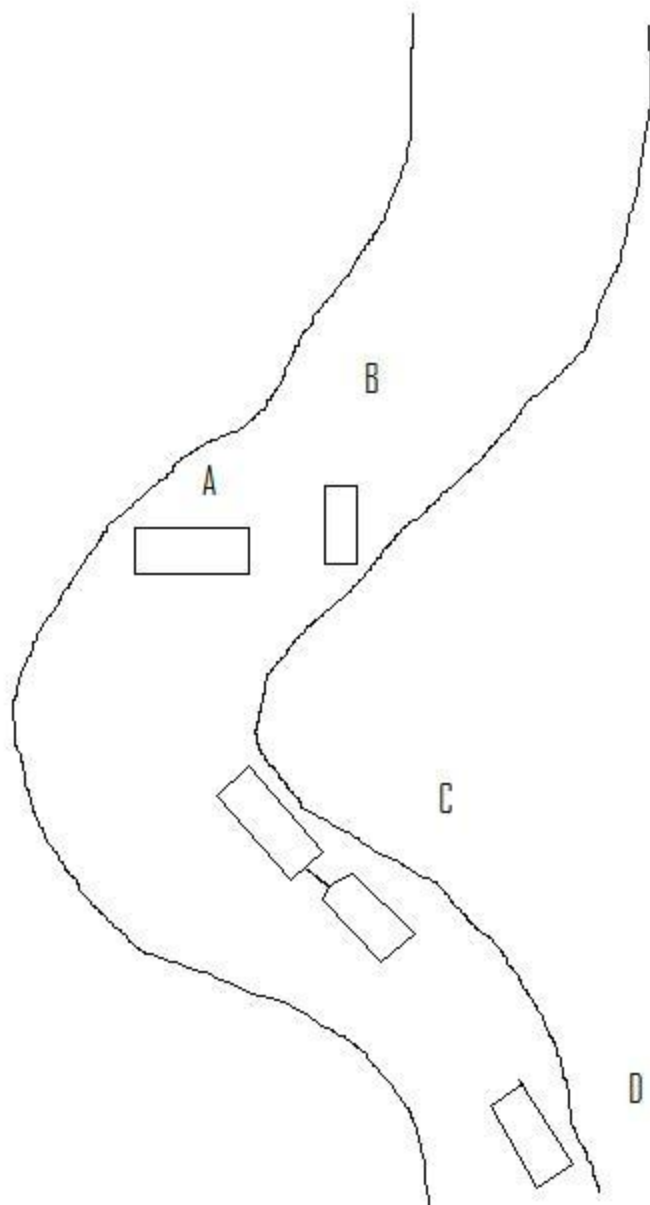
- Numerous serious incidents and fatalities occur each year in our industry. Some of the most serious incidents occur while we drive. Three of the 12 life-saving rules focus specifically on driving.
- Follow prescribed Journey management plan.
- Wear your seat belt.
- While driving do not use your phone and do not exceed speed limits.

Compliance is mandatory.

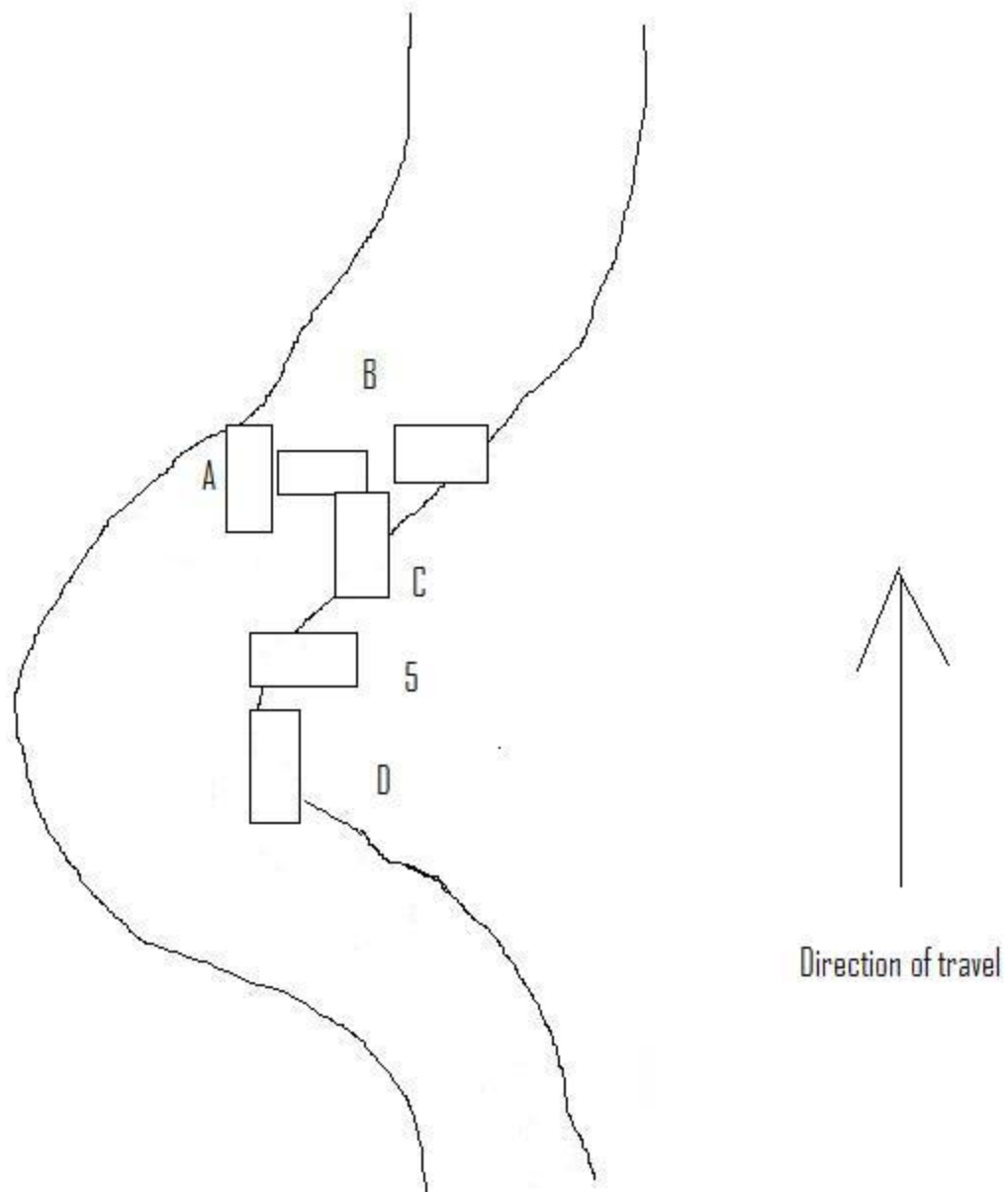
The incident that I would like to share with you will demonstrate the benefits of following these rules.

On a warm spring day in late February 2010, 2 Wild Hay Oilfield Services Ltd. (WHOS) vehicles were returning to Hinton after having completed a job task at the Shell Oldman facility. The vehicle in front was a Dodge 5500 knuckle boom picker truck pulling a 35 foot gooseneck trailer with a John Deere skid steer loader on the trailer. The second vehicle was a Dodge 5500 truck with a knuckle boom picker. The incident occurred at the 61 km. marker on the Emerson Road, Northeast of Hinton. Both trucks were travelling in a S.E. direction. At this point the road makes a bend to the right. As the road was cut out of a hillside it dropped off on the left and was hemmed in by the upslope of the hill on the right. Cutting the road through the hillside caused the road to drop down a slight grade and greatly reduced the line of sight for what was around the corner. Both WHOS drivers were very familiar with this road and had travelled down it many times. In fact they had passed that corner on their way to the plant.

As the first WHOS vehicle rounded this corner, it came upon a vehicle (vehicle A) flipped on its side. Vehicle B was parked beside vehicle A effectively cutting off the road. As vehicle C tried to stop he found the truck was not as responsive to stopping as he had liked. He tried to steer around vehicle A and go by vehicle B. It quickly became apparent that he could not pass to the right of vehicle A. Vehicle C impacted vehicle A and then impacted vehicle B. Vehicle D after rounding the corner avoided being involved in the accident by pulling into the ditch on the right and was able to gain steering control and braking control. A fifth vehicle rounded the corner as well and ended up in the ditch between vehicles C and D. A WHOS employee jumped out of his vehicle and was able to go back up the hill and around the corner to stop any oncoming traffic. Some vehicles skidded past him as they tried to stop. The investigating RCMP officer narrowly avoided being part of the accident when his cruiser almost contacted vehicle C when he made his way around the corner to the scene of the incident.



After collision











Shared Learnings

In the spirit of shared learnings, I would like to share what we learned from this event and how complying to Shell`s Lifesaving rules prevented the event from becoming far more serious.

Road Conditions

Changing road conditions. This road was not slippery when the WHOS employees passed by this corner earlier in the day . However, the weather warmed to the freezing mark or slightly above and the sun made its way around the trees to beat directly on this corner of the road. The frost started coming out of the ground which left a thin layer of water on the road surface causing the road to become extremely icy. Although the road looked bare and dry it wasn't. The driver of vehicle A, a wireline truck, lost control of his vehicle and flipped his truck on its side coming to a stop in the middle of the road. Vehicle B, a pickup truck travelling with vehicle A stopped beside vehicle A to assist. Unfortunately, in doing so blocked the right side of the road off and now anyone rounding the corner would find the road completely blocked with little warning.

Road Conditions

The drivers of vehicles A and B did not try to stop or warn any oncoming traffic and soon their incident escalated into full-scale pileup. Vehicle C, the WHOS truck and trailer rounded the corner and tried to avoid the collision by steering to the right. Upon finding this way blocked, he tried to stop. He was unsuccessful and his truck struck the wireline truck and his trailer jack-knifed and struck the pickup truck belonging to the wireline company. The driver of WHOS vehicle D was able to avoid colliding with anyone by steering to the right and stopping short of the collision. The driver of the wireline truck had successfully vacated his vehicle and for reasons that are only known to him went back into the upturned vehicle searching for lost items. He was in the wireline truck when it was struck.

Because the conditions of the road had changed, even though the road looked bare and dry many vehicles were not able to safely negotiate this stretch of road.



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Life Saving Rules



Prescribed Journey Management

At the morning tailgate meeting, both WHOS employees mentioned the road conditions and the route that they would take to get to the plant.

- Were the roads slippery
- Was there any logging traffic
- Were the roads rough etc.
- Who would lead and who would follow on the drive out
- Vehicle inspections showed no apparent problems
- Both vehicles were almost new and been driven for less then 25000 Kms.

Do not use your phone, Do not speed while driving

Both WHOS drivers were following these rules. However, even though they were not going faster than posted limits and not talking on their phones, they may have been going faster than the road conditions allowed.

The speed limit was changed and reduced from the posted 80 Kmh. and was re-posted as 50 Kmh., within 24 hours after this incident. Both drivers were not aware of how much more slippery the warm weather had made this portion of the road.

Wear your seat belt

The WHOS driver that collided with the upturned wireline truck was not injured except for a red mark where his seat belt held him back. The airbags did not deploy. He was able to exit the truck through the driver-side window and walked away from the collision. He did not require any medical attention. The second WHOS driver was also wearing his seat belt and was not injured in any way.









If **you** choose to break the rules,
you choose not to work for Shell





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Compliance / Culture / Leadership



Summary

What we learned from this event

- *Road conditions can change at any time and we must constantly re-evaluate our journey management to and from jobsites.*
- *Following prescribed rules of the road is not always good enough. We need to use our experience and skills to make sound decisions when travelling to and from work. Be aware that added weight makes stopping and steering less effective.*
- *Seat belts do save lives and in this case prevented any injuries.*
- *Seasonal changes to be considered and must affect driving habits.*
- *Remember winter is not far away.*

