

IADC Rig Moving Committee Meeting

800 – 815	<p>Welcome, Facility Orientation & Introductions John Hendry – Chairman, Aveda Energy Services opened the meeting with a facility safety orientation and everyone gave brief introductions.</p> <p>IADC Anti-Trust Guidelines & Safety Minute Thad Dunham – IADC, reviewed the IADC anti-trust guidelines</p>
815 – 915	<p>Open Discussion: Safety Issues & Subcommittee Updates John Hendry – Detailed a recent fatality involving a gin pole truck. John also explained the details of an incident involving two overturned cranes.</p> <p>Explained recent developments in the night move subcommittee. At a previous meeting the sub-committee agreed to rewrite the rig move section of the IADC Driller’s Manual. This rewrite was for the purpose of making any updates along with adding a brief section on rig move night operations. As of 4/24, a document was submitted by H&P that included some of the proposed changes. On the 4/24 subcommittee meeting the group agreed to continue re-writing the document. The group also agreed on the possibility of some changes to the document being impacted by the IADC Land Conference.</p>
915 – 930	<p>Open Discussion regarding IADC Onshore Conference Panel</p> <p>Thad Dunham opened a conversation with the group and explained the details of a panel consisting of trucking experts to speak at the upcoming IADC Land Conference. The panel will consists of (1)Jimmy Frye, 5J trucking(2) Tom Halliday, Aveda (3) Eamonn Young, YoungCo Trucking. Thad will serve as the panel moderator.</p> <p>John and Thad explained to the committee the purpose of the conference panel and encouraged the group to provide feedback as to what direction the panel should be driven. Feedback from several committee members included:</p> <ul style="list-style-type: none"> • Faster is not safer • Recent push to speed up from operators • Rig movers have always been perceived as the “step child” of the industry • The technical limit has been reached related to drilling; rig moves are one of the only areas left where time can be saved • The well cycle has been streamlined to a point where no more gains can be had except for rig moves • Not enough time is given by operator for the drilling contractor to properly rig down and have rig ready to move • The previous “12 hr rig down period” which included 12 hrs to get rig ready for mobilize has been disappearing

	<ul style="list-style-type: none"> • Issues with rig moving contracts – not enough flexibility to include time when rig is not ready or other issues • Who is paying the rig moving company? The operator of the drilling contractor? • Many technological advances have been achieved related to drilling over the past decades – it was agreed on by the committee there have been very few if any for rig moving companies • Rig movers feel they would benefit from better location construction by the operator/contractor • For the most part turnkey drilling was abandoned by drillers a long time ago, however every rig move is turnkey to the trucking company • It was agreed on by the committee, the top focuses of the Land Conference Panel should be: <ul style="list-style-type: none"> • Liability and exposure of trucking companies • Flexibility of contracts and staffing • Rig move companies are undervalued and underappreciated <p>The conversation was concluded.</p>
930 – 945	Break
945 – 1015	<p>Presentation: Tulsa Winch – Weight Indicators on Pole Trucks</p> <p>Dan Bishop of Tulsa Winch presented on the benefits of winch data recorders and the group discussed the usage of weight indicators.</p>
1015- 1030	Break
1030- 1100	<p>Presentation: Trooper Lubbers Oklahoma Highway Patrol</p> <p>Trooper Lubbers from the Oklahoma Highway Patrol initiated a conversation with the committee in order to discuss issues related to Oklahoma highway safety and rig moving. He thanked the group as went into detail on several incidents involving rig move companies. He also explained:</p> <ul style="list-style-type: none"> • Oversized trailers cannot be hauled empty at night • He is concerned about 24 hr rig moves due to risk and driver fatigue • 24 hr rig moves are not common in Oklahoma • For a backhaul load using an oversize trailer, you may only backhaul a legal size load • A “divisible” load is any load that can be broken down in 8 hrs or under • One of the major issues is cell phone usage

1100+	<p>Closing remarks, Next Meeting details, AOB</p> <p>John Hendry gave final remarks to the group. The next meeting was scheduled for June 12th (sub-committee) and June 13th (RMC) in San Antonio, TX.</p> <p>Patrick Connely of Suarez Bros. Crane & Heavy Haul agreed to host/sponsor the meeting.</p> <p>The meeting was adjourned.</p>
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