

IADC Rig Moving Committee
26 April 2012
Host: Union Drilling, Inc.
Location: Embassy Suites – Grapevine, TX



Agenda Item: Welcome and Introductions

- Anthony Zacniewski, Committee Chairman opened the meeting and thanked Bill Mayfield with Union Drilling, Inc. for hosting the meeting and providing lunch. The hotel safety briefing and other information regarding the hotel was given by a member of the hotel's staff. Anthony then asked the attendees to introduce themselves (see the attendance list).
- Anthony informed the committee that David Nightingale is no longer with I.E. Miller and has surrendered his position as Vice-Chairman of the Rig Moving Committee.
- Anthony nominated Bill Mayfield with Union Drilling as the new Vice-Chairman of the Rig Moving Committee. Justin Hodges seconded. Aye – 30 Nay - 0
- Paul Breaux, IADC discussed IADC's antitrust guidelines. For a copy of the IADC Anti-trust Policy & Guidelines refer to <http://iadc.org/antitrust/>.

Agenda Item: Regulatory Update

- Paul Breaux, IADC gave the following Regulatory Update:
- **Hazard Communication Standard -**
<http://www.gpo.gov/fdsys/search/pagedetails.action?granuleId=2012-4826&packageId=FR-2012-03-26&acCode=FR>(77 FR 17574 - Hazard Communication) (Federal Register Volume 77, Issue 58)
 - In this final rule, OSHA is modifying its Hazard Communication Standard (HCS) to conform to the United Nations' Globally Harmonized System of Classification and Labelling of Chemicals (GHS). OSHA has determined that the modifications will significantly reduce costs and burdens while also improving the quality and consistency of information provided to employers and employees regarding chemical hazards and associated protective measures. Consistent with the requirements of Executive Order 13563, which calls for assessment and, where appropriate, modification and improvement of existing rules, the Agency has concluded this improved information will enhance the effectiveness of the HCS in ensuring that employees are apprised of the chemical hazards to which they may be exposed, and in reducing the incidence of chemical-related occupational illnesses and injuries. The modifications to the standard include revised criteria for classification of chemical hazards; revised labeling provisions that include requirements for use of standardized signal words, pictograms, hazard statements, and precautionary statements; a specified format for safety data sheets; and related revisions to definitions of terms used in the standard, and requirements for employee training on labels and safety data sheets. OSHA is also modifying provisions of other standards, including standards for flammable and combustible liquids, process safety management, and most substance-specific health standards, to ensure consistency with the modified HCS requirements. The consequences of these modifications will be to improve safety, to facilitate global harmonization of standards, and to produce hundreds of millions of dollars in annual savings.
- **Wyoming OSHA -** http://www.wyomingworkforce.org/Documents/pn/pn_2012-05-11-Chapters1-4-6.pdf
 - Section 4 General
 - (f) Flame Resistant Clothing (FRC) shall be worn by all employees on location once the well has been spud in, with the exception of self-contained areas

- (truck cabs and field offices) and allowing for the personnel to change into the FRC garments.
 - (i) Flame Resistant Clothing (FRC) for employees shall meet the requirements and specifications of NFPA 2112 Standard on Flame-Resistant Garments for Protection of Industrial Personnel Against Flash Fire, Current Edition, and NFPA 2113 Standard on Selection, Care, Use, and Maintenance of Flame-Resistant Garments for Protection of Industrial Personnel Against Flash Fire, Current Edition.
 - (ii) A sign shall be conspicuously displayed at the beginning of all entrances to the well location stating “Flame Resistant Clothing (FRC) is required to be worn” or similar verbiage.
 - (g) Special protective wearing apparel shall be provided and required to be worn as deemed necessary because of an unusually hazardous situation not normal to the job.
- Section 7 Equipment
 - (c) Facilities and Equipment.
 - (i) An exhaust pipe from any ground level internal combustion engine, located within seventy-five (75) feet of any well bore, process vessel, oil storage tank or other source of ignitable vapor, shall be so constructed that any emission of flame along its length or at its end is prevented.
 - (A) Emergency shut-down devices that will close off the combustion air shall be installed on all diesel engines.
 - (ii) All CBMNG drilling rigs and auxiliary equipment (mobile and vehicular engines) shall be equipped with an over rev device (automatic air intake shutoff valve) installed on the motor, and approved spark arrestors attached to exhaust.
- **.National Registry of Certified Medical Examiners** (FMCSA-2008-0363). (RIN 2126-AA97; 49 CFR 390 and 391) <http://www.gpo.gov/fdsys/pkg/FR-2012-04-20/pdf/2012-9034.pdf>
 - FMCSA establishes a National Registry of Certified Medical Examiners (National Registry) with requirements that all medical examiners who conduct physical examinations for interstate commercial motor vehicle (CMV) drivers meet the following criteria: Complete certain training concerning FMCSA’s physical qualification standards, pass a test to verify an understanding of those standards, and maintain and demonstrate competence through periodic training and testing. Following establishment of the National Registry and a transition period, FMCSA will require that motor carriers and drivers use only those medical examiners on the Agency’s National Registry and will only accept as valid medical examiner’s certificates issued by medical examiners listed on the National Registry. FMCSA is developing the National Registry program to improve highway safety and driver health by requiring that medical examiners be trained and certified so they can determine effectively whether a CMV driver’s medical fitness for duty meets FMCSA’s standards.
 - DATES: Effective on May 21, 2012. Compliance required beginning on May 21, 2014.
- **Federal Motor Carrier Safety Administration** (FMCSA–2010–0167) (RIN 2126–AB20)
 - Electronic On-Board Recorders and Hours of Service Supporting Documents - FMCSA announces that it will hold a public listening session to solicit information, concepts, ideas, and comments on Electronic On-Board Recorders (EOBRs) and the issue of driver harassment. Specifically, the Agency wants to know what factors, issues, and data it should consider as it addresses the distinction between productivity and harassment: What will prevent harassment from occurring; what types of harassment already exist; how frequently and to what extent harassment happens; and how an electronic device such as an EOBR, capable of contemporaneous transmission of information to a motor carrier, will guard against (or fail to guard against) harassment. Additionally, the Agency will solicit concepts, ideas, and comments from enforcement personnel on the hours-of-service (HOS) information they would need to see on the EOBR display screen to effectively enforce the HOS rules at the roadside and the type of evidence they would need to retain in order to support issuing drivers citations for

HOS violations observed during roadside inspections. This session will be held in Bellevue, Washington (WA), and will allow interested persons to present comments, views, and relevant new research that FMCSA should consider in development of Supplemental Notice of Proposed Rulemaking (SNPRM). This listening session will be recorded and a transcript of the session will be placed in the docket for FMCSA's consideration. The listening session will also be webcast via the Internet and will allow for email interactivity during the webcast.

- DATES: The listening session will be held on Thursday, April 26, 2012, at the Commercial Vehicle Safety Alliance (CVSA) meeting in Bellevue, WA. The listening session will run from 1:30 p.m.–5:30 p.m., with a break between 3:30 p.m. and 4 p.m., and continue from 4 p.m.–5:30 p.m. local time, or earlier, if all participants wishing to express their views have done so.

Agenda Item: General Discussion – Safety Minute – Best Practices

Anthony Zacniewski – Opened the floor for general discussion, safety alerts & best practices. Some of the issues discussed were:

- Communications between the truck driver and the escort drivers was stressed due to an overhead strike on a bridge during a rig move;
- Rig moving companies need to ensure a Contractor Management procedure is in place when hiring 3rd party escorts/pilot cars. The procedure should include proper insurance coverages, inspections of vehicles and driver training; (SEE ACTION ITEM #1)
- Wyoming is reviewing and is expected to change their oversize/overweight regulations at the end of May. This may severely restrict rig moves. Comment period will be open at the end of May;
- A member was fined \$55,000 for deviating from a permitted and planned route to fuel his truck. This occurred in Ohio.
- A member mentioned two recordable incidents that occurred when employees fell off of equipment. One employee was dismounting a crane when he fell and sustained a fractured wrist. While working on a trailer, another employee fell off of the trailer and sustained a sprained wrist;
- A member was cited by OSHA for not providing fall protection during the manufacture of oil field equipment;
- The members were alerted that special permits may be needed in certain areas for divisible pipe baskets;

Agenda Item: Competency Sub-committee Update

- The committee was brought up-to-date on the Swamper Competency document. The committee was shown Swamper Competency Document (rev10) and key points within the document such as training received, method used to train, assessor's verification and sign-off, etc. Also, a comment box was added to the bottom of the form for any relevant comments regarding the employee's training or observed assessments.
- The committee agreed that the sub-committee should continue to produce competencies for Gin Pole Truck Driver, Winch Truck Driver, Haul Truck Driver and Truck Pusher.
- The committee agreed that the document fits their understanding of a competency assurance document for the swamper position and should be submitted to IADC Accreditation Department for accrediting. Anthony called for a motion to move the competency document to the Accreditation Department. Bill Mayfield – Motioned, Meredith Boyd – Seconded Aye – 30, Nay - 0

Agenda Item: Presentation – Lifting Equipment Inspections

- Presentation by Billy Bob Anderson – Bishop Lifting Products, Inc

- Presentation spotlighted the key inspection points on lifting equipment such as hooks, shackles, wire rope, synthetic slings, etc.

Agenda Item: Panel Discussion – Contract and Equipment Liabilities During Rig Moves

- Panel Members – Russ Watterson, General Counsel – US Operations, TransForce and Paul Ross, Sr. Technical Consultant – Transport Services, Liberty Mutual
- Panel discussion centered on how rig moving companies can best protect their interests during contract negotiations, equipment utilization, 3rd party escort utilization and rig moves.

Action and Next Meeting Agenda Items

- Paul Breaux informed the committee that the next Rig Moving Committee meeting date will be Thursday, 2 August 2012. The host for the next meeting will be Hodges Trucking Company, LLC and the meeting will continue to be held at the Embassy Hotel and Suites- DFW in Grapevine, TX
 - The committee informed that the Thursday, 18 October 2012 may conflict with the Permian Basin Oil and Gas Conference and Safety Expo. (SEE ACTION ITEM #2)
- Paul Breaux informed the committee of IADC initiatives that are currently taking place:
 - IADC Onshore Drilling Conference will be held 16-17 May in Houston. For more information, please visit the website at www.iadc.org.
 - Call for safety alerts. Committee members were reminded that all safety alerts are “cleansed” of the submitting company’s name and logo. Also, safety alerts are only reviewed for proper grammar and readability since the alerts are viewed worldwide.
 - OSHA O&G Outreach Course – The course is in its final stages of completion. The official course name is “OSHA Hazard Recognition and Standards Course for US On-shore Oil and Gas E&P 5810.” For more information please contact Paul Breaux at paul.breaux@iadc.org.
 - A member emailed IADC looking for assistance with best practices when loading/unloading pipe from haul trailers. The member is trying to develop a comprehensive pipe loading/unloading policy and procedure. Please contact Paul Breaux at paul.breaux@iadc.org if you have a policy/procedure that can assist the member. (SEE ACTION ITEM #3)
- **ACTION ITEM #1** – Casey Collins, Black Hills Trucking, Mike Escobar, Shell E&P and David Kemp, Acme Truck Line volunteered to research presenters for best practices when using escort/pilot cars or trucks during rig moves for the October meeting.
- **ACTION ITEM #2** – Paul Breaux to research the dates of the Permian Basin Oil & Gas Conference and Expo for a conflict with the October meeting. If there is a conflict he will recommend an alternate date to the committee.
- **ACTION ITEM #3** – Mike Escobar, Shell E&P and David Kemp, Acme Truck Line volunteered to provide pipe loading/unloading policy/procedures for the member request.

Potential Topics for Next Meeting:

- Due to the great participation and enthusiasm with the panel discussion on contract and equipment liabilities, the committee decided they would like more information at the next meeting. Paul Ross with Liberty Mutual volunteered to present and lead a discussion on liabilities and insurance related claims vs. subrogation/liability. The presentation and discussion period are expected to last approximately two hours. The committee agreed that this will be the only presentation and discussion session for that meeting.
- It was suggested that presentations and discussions on industry best practices when utilizing escort/pilot cars during rig moves be scheduled for the October meeting.

Attendance:

Name		Company Name
Cody	Starr	5J Oilfield Services, LLC
Meredith	Boyd	5J Trucking
David	Kemp	Acme Truck Line, Inc.
Jimmy	Lewis	Acme Truck Line, Inc.
Jeff	Hankins	All Wheel Drive Equipment Manufacturing
Travis	Winsby	All Wheel Drive Equipment Manufacturing
Randy	Scott	Bandera Drilling/Trucking
Anthony	Zacniewski	Bandera Drilling/Trucking
Clark	Castleman	Bessemer Enterprises/ Castleman Truck Inspection
Billy Bob	Anderson	Bishop Lifting
Casey	Collins	Black Hills Trucking, Inc.
Cary	Moomjian	CAM OilServ Advisors LLC
Allen	Castleman	Castelman Truck Inspection
Terry	Bailey	EMI LLC
William	Parker	EMI LLC
Randall	Arnhart	Fowler Transportation, Ltd.
Homer	Vela	Helmerich & Payne
Jose	Ramos	Helmerich & Payne
Justin	Hodges	Hodges Trucking Company
Jay	Anderson	Hoisting Wire Rope & Sling
Paul	Breaux	IADC
Russ	Whitterson	IE Miller/Hemphill Speedy
Paul	Ross	Liberty Mutual Insurance
Jerry	Rials	Moore Tuck & Equipment
Michael	Clem	Rig & Crane Equipment, Inc.
Michael	Escobar	Shell International E&P
Bill	Mayfield	Union Drilling Inc.
Kit	Payne	Union Drilling Inc.
Charles	Vannatta	Wilbanks Trucking, Inc.
John	Owens	Wilbanks Trucking, Inc.