

# RIG MOVING AT NIGHT

ARE YOU MANAGING THE RISK?

SAFETY BULLETIN

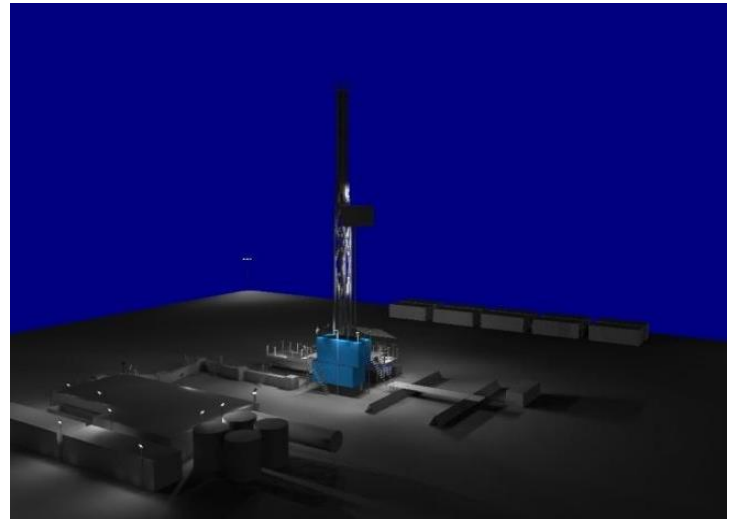
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## BACKGROUND

Rig moving is a complex series of tasks that involve a number of hazards. When working during hours of darkness, these hazards are compounded.

Rig moving involves the following:

- Disassembly of rig
- Loading of rig components
- Securement of components on trailers
- Transportation of components
- Unloading of components
- Reassembly of rig



Dustin Jack and Rudy Ponce, Light Study, 2009 (go to [Energy Safety Canada Lease Lighting Guideline](#) for more information)



Poorly lit work sites, high activity levels and heavy loads require extra planning and diligence

Lighting is designed for 24-hour drilling operations, but not for rig moves. If lights are blocked by equipment or vehicles during a rig move, shadows can limit visibility and increase the probability of incidents.

People are naturally less alert at night due to an internal sleep/wake cycle. Studies have shown the frequency of incidents increasing overnight (source: *Estimating Circadian Rythm in The Risk of Occupational Injuries and Accidents, 2006*).

Tandem, high capacity or critical tasks require detailed planning that includes rigging details, speed limitations, environmental condition assessments and load distribution. Increased risks during low visibility should be reviewed.

Due to road bans, transport is often limited to driving at night. Signage and communication of the route are important to avoid delays and public traffic.

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## WHAT CAN SUPERVISORS DO?

- Plan to do the critical tasks in the best-possible lighting conditions
- Consider use of external vehicle or mobile lighting
- Hold a pre-job meeting before critical tasks
- Ensure workers are fit for duty
- Identify, communicate and verify that personnel are not working in the line of fire during loading
- Ensure enough spotters are available for the number of trucks and loads
- Consider the worst-case scenario for loading and transport duration and how that would impact the hours of service (HOS) limits
- Have a rest area for workers, or schedule relief workers to take over when HOS limits are reached
- Document best practices and lessons learned, and review them prior to planning a move

## WHAT CAN WORKERS DO?

- Wear high-visibility workwear, and ensure it is in good condition
- Never move a vehicle without line of sight or a spotter, no matter how short the distance
- Ensure loads are secure before removing/adjusting rigging or departing
- Review the hazard assessment immediately before critical lifts
- Verify that no personnel are working in the line of fire prior to and during loading activities
- Watch for fatigue in yourself and others, particularly from 3:00 am to 6:00 am

## RESOURCES:

[Energy Safety Canada Lease Lighting Guideline](#)

[Energy Safety Canada Lease Lighting Bulletin](#)

[CAODC/PSAC Cargo Securement Best Practice](#)

[Estimating Circadian Rythm in The Risk of Occupational Injuries and Accidents](#)

## PRESENT LIKE A PRO

### Before you begin:

Review this material, make sure you understand it and how the topic can be applied.

Research your own company's experience so you can provide examples that pertain to your work areas.

Anticipate questions and be prepared to answer/discuss them.

If you're not able to answer a question, let the person know you will find the information and make sure you follow up.

Consider the audience and their experience with the topic (i.e. how familiar are they with the topic or the terms being used?).

### Challenge the group:

Discuss and prioritize the tasks that need to be performed under the best possible conditions.

Ask them to list some key safety points for the job, for example:

- Limit chatter and non-essential communications on the radio
- Check all radios for charge and function tests
- Communicate low visibility areas or shadows that may be a hazard
- Never cross the immediate path of a vehicle, even if it is stationary

Share learnings from prior rig moves.