

ENERGY SAFETY CANADA

Lunch and Learn

Journey Management: A Program
Development Guide



BRADEN ROAD NEAR MISS

- » A worker was travelling down the Braden Road — between Dawson Creek and Fort St. John — in a tractor trailer during the day in clear but wet conditions.
- » This dash cam footage was supplied to document a near-miss that day.

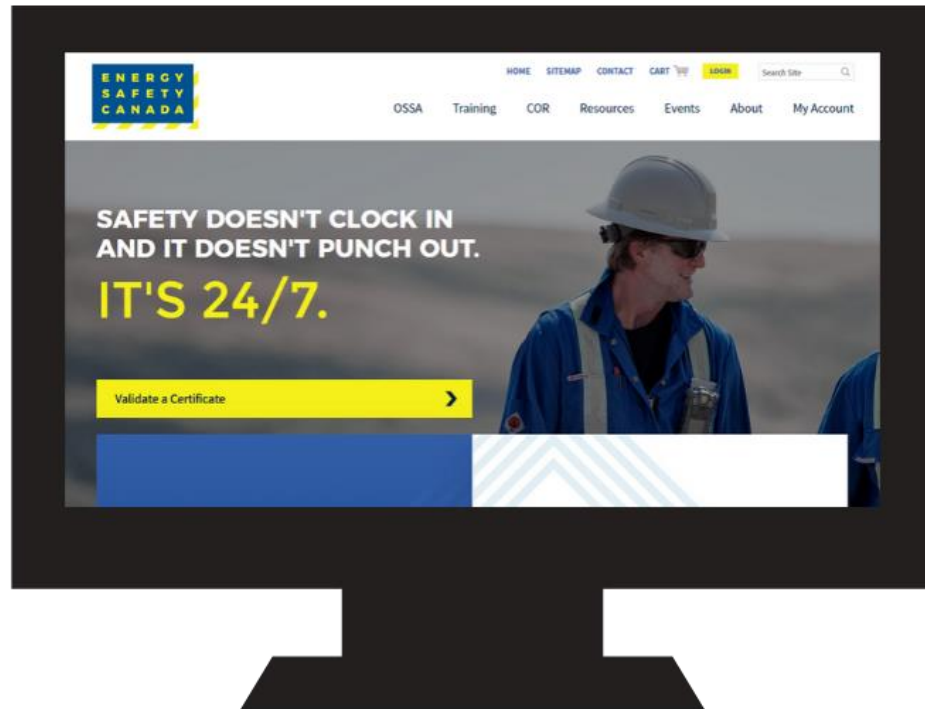


BRADEN ROAD NEAR MISS

- » How could a Journey Management Program have mitigated the hazards of this situation?



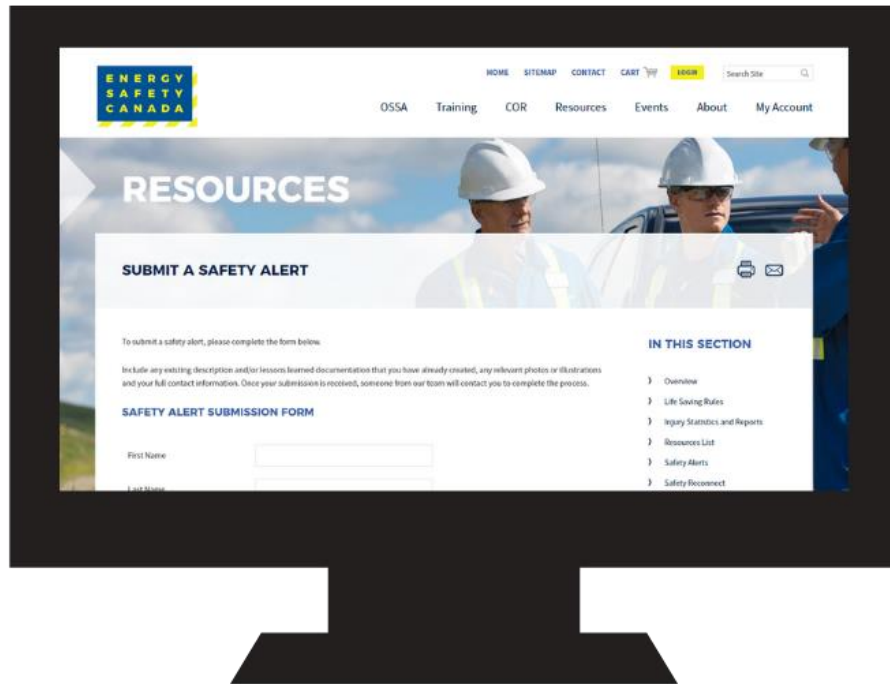
SIGN UP FOR BULLETINS AND ALERTS



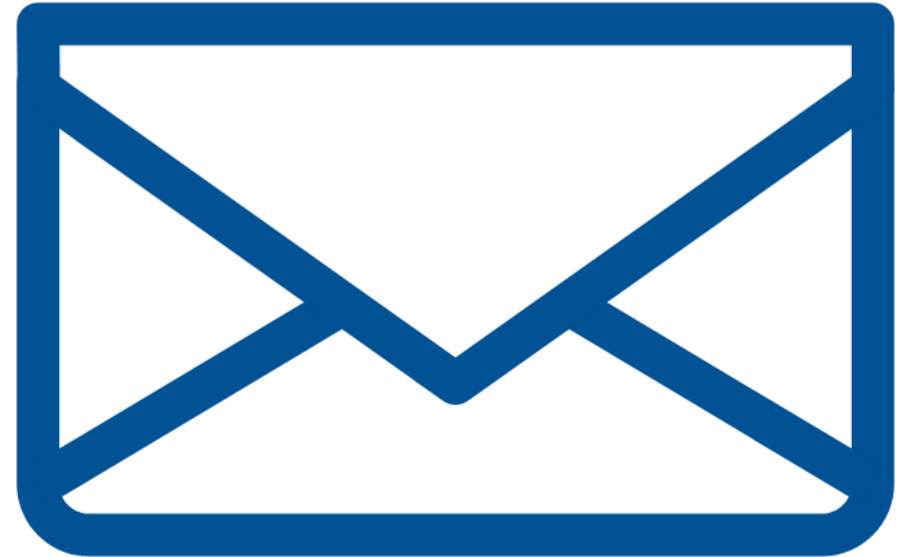
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HISTORY

- » The original request for a resource to aid in the creation of a Journey Management Program came from the CAODC.
- » The first edition of the program development guideline was released in 2015.
- » Periodically Energy Safety Canada reviews and updates resources to ensure they are valid and reflect the latest best practices.

JOURNEY MANAGEMENT TASK GROUP

- » Bryan Miske — Tier 1 Energy Solutions Inc.
- » Chris Frank — Precision Well Servicing, a division of Precision LP.
- » Eric Plante — Cal Frac Well Services Ltd.
- » Nicole Barnes — Cenovus Energy
- » Rod Garland — Canadian Association of Geophysical Contractors
- » Scott Lowther — PetroChina Canada

LIFE SAVING RULES

- » Align industry with one set of Life Saving Rules
- » 10 LSRs based on greatest potential for serious injury or fatality
- » Consistent adoption will result in greater safety outcomes

300+ Number of fatalities from 2001-2017 within WCB's O&G Funding Codes



20 Fatalities on average per year

80% of these fatalities align with the
10 Life Saving Rules

This means over

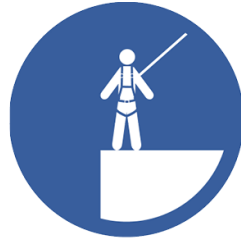
16 LIVES/yr

may have been saved

LIFE SAVING RULES



CONFINED SPACE



WORKING AT HEIGHT



WORK AUTHORIZATION



ENERGY ISOLATION



LINE OF FIRE



BYPASSING SAFETY CONTROLS



DRIVING



HOT WORK



SAFE MECHANICAL LIFTING



FIT FOR DUTY

9 adopted from International Association of Oil & Gas Producers and added Fit for Duty for our environment

LIFE SAVING RULES



DRIVING

- » I always wear a seatbelt
- » I do not exceed the speed limit, and reduce my speed for road conditions
- » I do not use phones or operate devices while driving
- » I am fit, rested and fully alert while driving
- » I follow journey management requirements

LIFE SAVING RULES



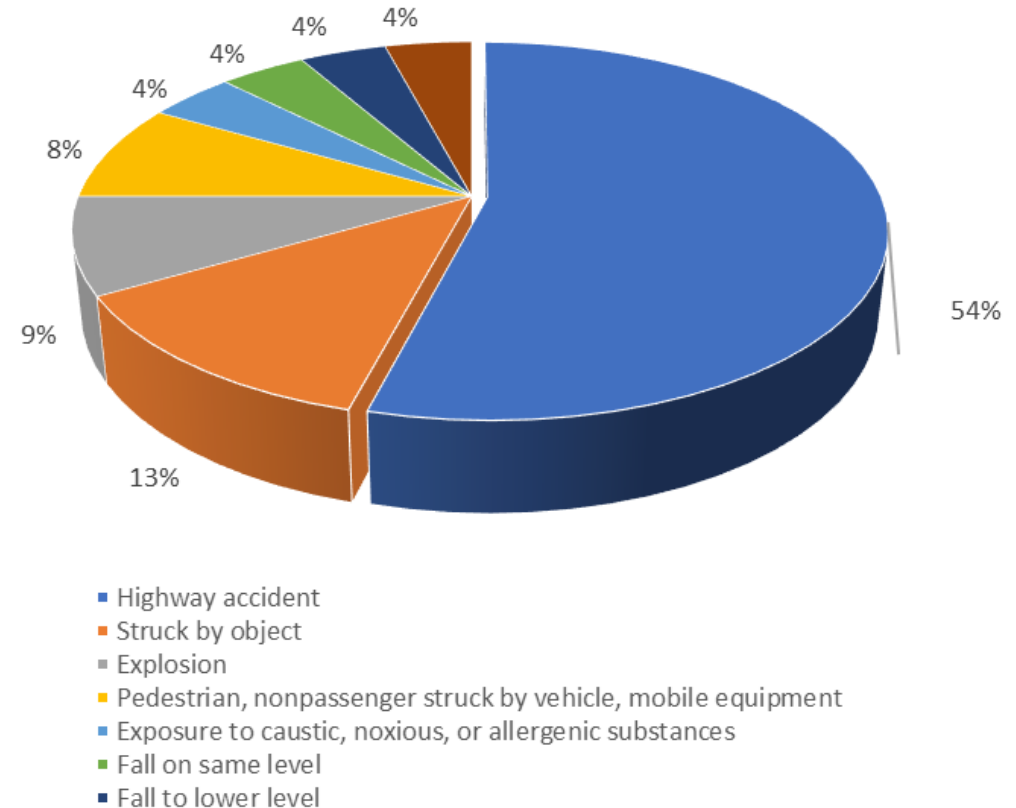
FIT FOR DUTY

- » I will be physically and mentally in a state to perform my assigned duties
- » I commit to not being under the influence of alcohol or drugs
- » I will inform a supervisor immediately if I or a coworker may be unfit for work

THE NEED FOR JOURNEY MANAGEMENT

Type of accident	Fatality count (2014-2018, AB O&G)
Highway accident	13
Struck by object	3
Explosion	2
Pedestrian, nonpassenger struck by vehicle, mobile equipment	2
Exposure to caustic, noxious, or allergenic substances	1
Fall on same level	1
Fall to lower level	1
Nonhighway accident, except rail, air, water	1

Fatality count (2014-2018, AB O&G)

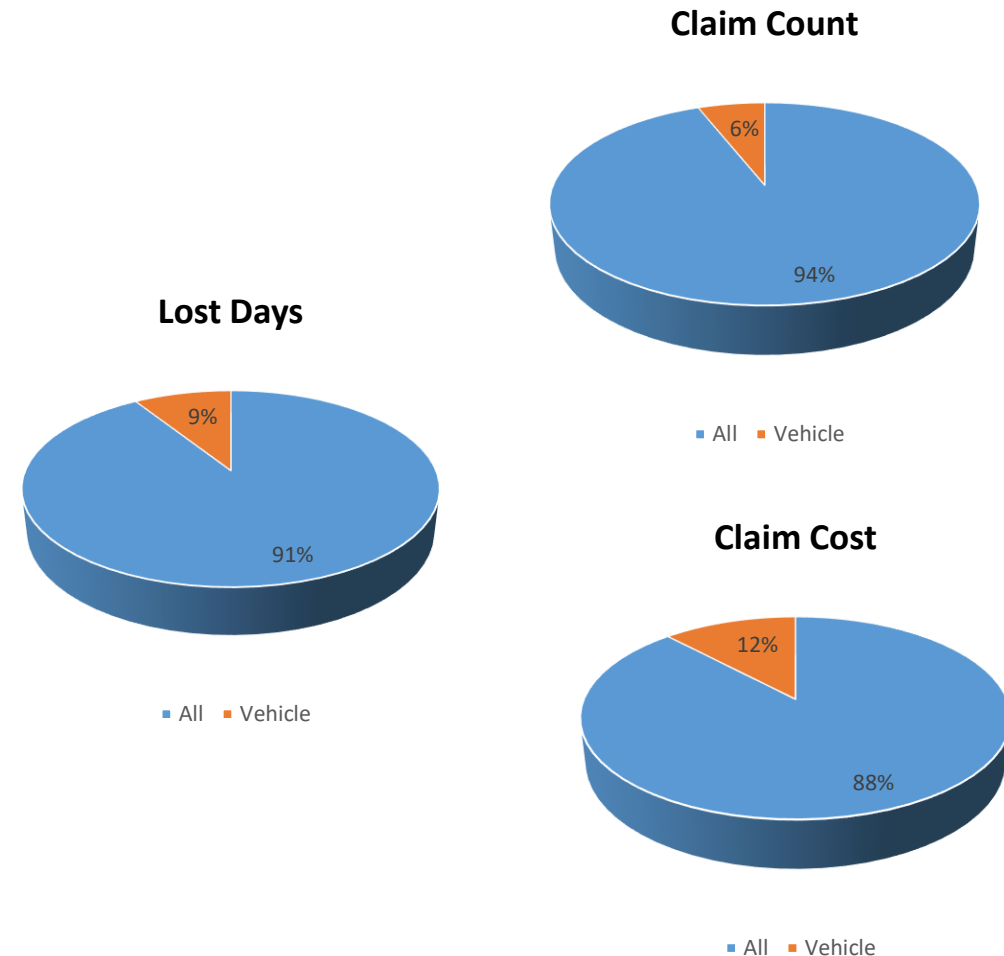


THE NEED FOR JOURNEY MANAGEMENT



THE NEED FOR JOURNEY MANAGEMENT

- » Between 2014 and 2018, Workers Compensation data from the Alberta, British Columbia and Saskatchewan oil and gas industry shows that, as a proportion of all oil and gas workplace injuries, vehicle-related injuries comprise for 6 per cent of all claims, 12 per cent of claim cost and 9 per cent of days lost.



ESTABLISHING A JOURNEY MANAGEMENT PROGRAM

ESTABLISHING A JOURNEY MANAGEMENT PROGRAM (JMP)

- » The core of a JMP is identifying and managing risk
- » Risk tolerance is an organizational decision
- » No single solution works for all
- » Common framework for establishing a JMP



DRIVING

ESTABLISHING A JOURNEY MANAGEMENT PROGRAM

- » Successful risk management starts with leadership commitment
 - » Regulations and Corporate Responsibility
 - » Company policy
 - » Standards
 - » Commitment and Accountability



ESTABLISHING A JOURNEY MANAGEMENT PROGRAM

- » Organizations may vary in size, but all programs have the fundamental elements:
 - » Planning, Risk Identification, Risk Mitigation/Reduction
 - » Risk Evaluation and Sign-off
 - » Journey commencement and finalization
 - » Program review and continuous improvement

ESTABLISHING A JOURNEY MANAGEMENT PROGRAM

- » Training and Competence
 - » For different types of vehicles .
 - » The company risk assessment criteria, and what systems are used.
 - » What to do when conditions change?
 - » Who does the company JMP apply to?
 - » What travel is exempted from the company JMP?

ESTABLISHING A JOURNEY MANAGEMENT PROGRAM

» Program Review

» Is the program effective? Are risk managed and are outcomes measured?

» Commonly tracked metrics are:

Number of journeys	Date/time of incidents
Time of journey	Cost of incidents
Distance travelled	Driving infractions
Number of incidents	Missed check-in
Number of low/medium/high Risk journeys	Number of risk escalations (e.g. low to medium or medium to high)

EXECUTING JOURNEY MANAGEMENT

- » Determine the Necessity of the Journey
- » Assess Hazards
- » Develop Controls
- » Approvals
- » Undertake the journey
- » Complete the journey



DETERMINE THE NECESSITY OF THE JOURNEY

- » Safety Stand Down — Sr leaders heading to a site at 4pm
- » Weather Conditions — Snowing and poor
- » Travel Considerations — Single lane traffic/ crews departing in the opposite directions of travel

ASSESS HAZARDS

- » Road Hazards (road conditions, other traffic, weather, animal activity)
- » Driver Hazards (fit for duty, distracted driving, risk tolerance, complacency)
- » Vehicle Hazards (cargo, road worthiness, vehicle capacity)



DEVELOP CONTROLS

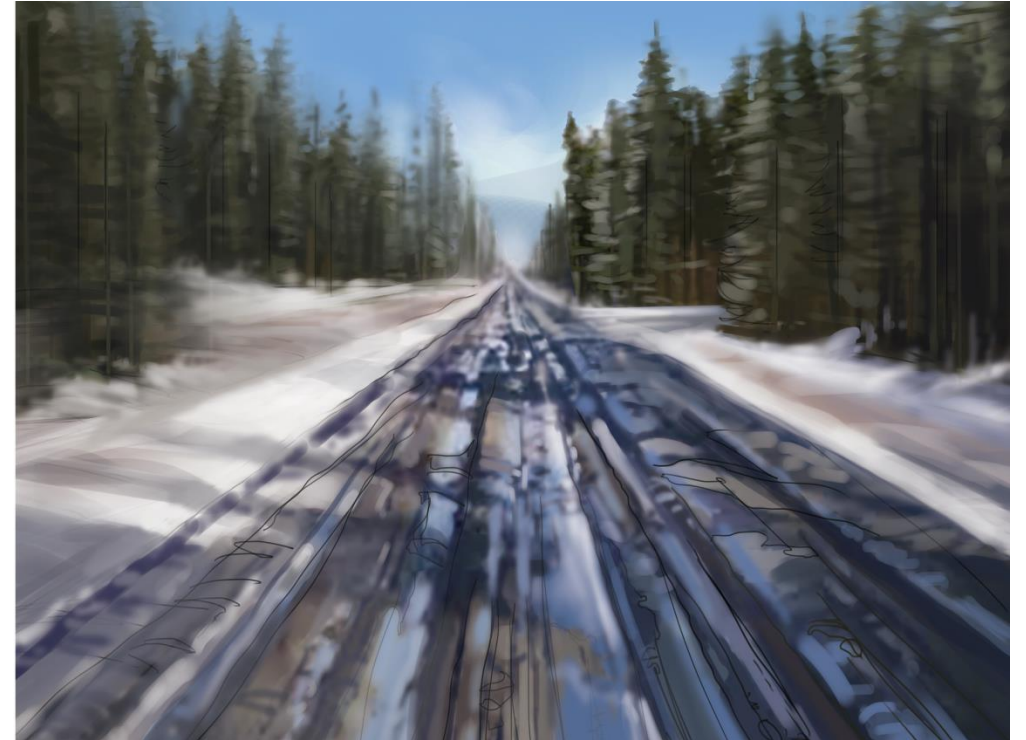
- » Road Controls (alternate routes, adjusting to conditions, convoy)
- » Driver Controls (competence verification, check-ins, HoS, missed check in escalation, physical demands assessment, fatigue management program)
- » Vehicle Controls (cargo securement, vehicle inspection, emergency equipment, In-vehicle monitoring system)

APPROVALS

- » Verify risk assessment, and that mitigations lower the risk to the company accepted level
- » Acceptance and validation of the risk assessment and controls.

EXECUTING JOURNEY MANAGEMENT

- » Execute the plan
- » Re-evaluation of risks and conditions
 - » When does the risk change?
 - » What is the go-forward process?
- » Periodic check-ins
 - » Missed check-in escalation



COMPLETE THE JOURNEY

- » Report any hazardous situations or near misses
- » Vehicle inspections
- » Debrief with journey manager (check-in/out)
- » Finalize trip details for record and continuous improvement





QUESTIONS & SHARING