

IADC Rig Moving Committee
10 February 2011
Host: IE Miller Services
Location: Embassy Suites, Houston, Texas



Agenda Item: Welcome and Introductions

Justin Hodges, Committee Chairman opened the meeting and thanked David Nightingale, IE Miller services for hosting the meeting. Oscar Cerda, Chief Engineer, Hotel Security, gave the hotel safety briefing and other information regarding the hotel. Joe Hurt reviewed the IADC Anti Trust statement. Justin then asked the attendees to introduce themselves, see the attendance list.

Agenda Item: General Discussion – Safety Minute – Best Practices

Justin then opened the meeting to open discussion and safety minute (sharing best practices). The attendees discussed CSA 2010 and Projection for 2011. Although there is provision for inspectors to enter positive (no violation) records into the CSA data base, officers are not filling out an inspection form if the truck or driver are in compliance. This is important because a “No violation” report credits the trucking company against reports which a violation is reported.

One attendee commented that they have copied the Wal-Mart truck program of inspecting their trucks and placing an inspection sticker on the truck. He said that this has helped when a truck is stopped for an inspection. A copy of the inspection form and sticker will be shared with the attendees.

The attendees held general discussion on incentives to truck drivers.

Discussion was held on the additional inspections and permits required in some Louisiana Parishes. Another attendee explained that Colorado is also requiring additional permits for travel through their county. One county in Wyoming is requiring a two day waiting period before they will issue a permit. This causes problems in planning rig moves. One attendee stated that they just go ahead and obtain a county permit and that eliminates part of the problem.

One attendee discussed an incident that occurred during one of their rig moves. The swamper moved to the back of the truck out of the site of the driver and was pinned between the load and equipment on already in place. The injured was hospitalized with serious injuries. Discussion was held on adding back-up cameras on the back of the trailers.

One attendee shared an incident when drill pipe slid off the back of a truck. One operator attendee stated that they require two straps across the first layer of pipe, then eight across the top. Since adding this requirement, they have not lost any pipe during a move.

There was also discussion on the time it takes to move some rig. This is a big issue as they want to please their customers, but need to take the time to move the rig equipment safely. One attendee commented that they have added one an extra crew to assist on the rig move.

Some are adding safety representatives to their rig moves.

Discussion was held on methods of monitoring driver behaviors. Some have added IVMS devices in their trucks and have positive results. One commented that their drivers have the new smart type cell phones and they have live time monitoring of their trucks. They utilize electronic provide maps and have pre-programmed messages that inform the driver if he is speeding. If the driver does not slow after the first message, the device will send another message. They have a person who monitors their driver’s progress on rig moves.

The attendees discussed the new Hours of Service rules. CC recommended that all members send letters to the docket. Trucking associations have reported that there are very few comments being submitted to the docket. Joe Hurt reviewed the questions that the DOT Federal Motor Carrier Safety Administration is seeking answers on.

FMCSA proposes to revise the regulations for hours of service for drivers of property-carrying commercial motor vehicles (CMVs). To achieve these goals, the proposed rule would provide flexibility for drivers to take breaks when needed and would reduce safety and health risks associated with long hours. The proposed rule would make seven changes from current requirements.

First, the proposed rule would limit drivers to either 10 or 11 hours of driving time following a period of at least 10 consecutive hours off duty; on the basis of all relevant considerations, FMCSA currently favors a 10-hour limit, but its ultimate decision will include a careful consideration of comments and any additional data received.

Second, it would limit the standard “driving window” to 14 hours, while allowing that number to be extended to 16 hours twice a week.

Third, actual duty time within the driving window would be limited to 13 hours.

Fourth, drivers would be permitted to drive only if 7 hours or less have passed since their last off-duty or sleeper-berth period of at least 30 minutes.

Fifth, the 34-hour restart would be retained, subject to certain limits: The restart would have to include two periods between midnight and 6 a.m. and could be started no sooner than 168 hours (7 days) after the beginning of the previously designated restart.

Sixth, the definition of “on duty” would be revised to allow some time spent in or on the CMV to be logged as off duty.

Seventh, the oilfield operations exception would be revised to clarify the language on waiting time and to state that waiting time would not be included in the calculation of the driving window. See the copy of § 395.1, paragraph (d)(2) (oilfield operations)

(d) * * *

(2) In the case of specially trained drivers of commercial motor vehicles which are specially constructed to service oil wells, on-duty time shall not include waiting time at a natural gas or oil well site. Such waiting time shall be recorded as “off duty” for purposes of §§ 395.8, 395.15, and 395.16, with remarks or annotations to indicate the specific off-duty periods that are waiting time, or on a separate “waiting time” line on the record of duty status to show that off-duty time is also waiting time.

Waiting time shall not be included in calculation of the 14- or 16-hour duty period in § 395.3(a)(2). Specially trained drivers of such commercial motor vehicles are not eligible to use the provisions of § 395.1(e)(1).

Joe Hurt will draft a letter representing the comments from the committee members and send it to the attendees for review.

Agenda Item: Panel Discussion on Loading and Moving Rig Equipment

The attendees reviewed a PowerPoint presentation showing issues that rig movers have. General discussion was held on how rig movers are attempting to address them.

Weight Concerns: One company has purchased portable scales to check the load weight before leaving the location. A drilling contractor has stenciled the weights of all their new rig components onto the structure. They are also phasing in stenciling weights to existing rig equipment.

Width: The PowerPoint presentation showed a number of rig equipment loads that the rig mover cannot legally move on public roads. There was discussion on what can be done either in design or once the loads are assembled.

Securement: Recommendations were made to add “D” rings on skids so that the load can be secured per load securement regulations without personnel climbing over the load. One attendee recommended that each company should develop a load securement policy.

New Era Rigs: One attendee commented that rig movers need to obtain new equipment and modify existing equipment to match the new rigs. Often there is a lack of communication regarding the equipment needed to move specific rigs.

DM recommended that the committee make this information available to other contractor members. Joe H stated that David Nightingale is going to make a similar presentation. There was discussion about getting the message out to other groups. AZ suggested making presentations at the various STEPS network meetings.

Agenda Item: Task Group work on Swamper Competency Program

Due to bad weather the Swamper Task Group did not meet on Wednesday. Joe Hurt will merge the comments received so far and distribute Draft 4 to the task group. DN suggested a teleconference meeting of the task group in the near future. Joe Hurt to set it up.

Mark Denkowski, Chairman of the IADC Competency Assurance Advisory Panel made a presentation on competency programs. After his presentation he invited the Rig Moving Committee members to attend the next Training Committee meeting. The meeting will be held 20 April in Houston. Joe Hurt will provide attendees the times and location of the meeting.

Action and Next Meeting Agenda Items

The next meeting will be held on 18 May 2011 from 8:00 am to 12:00 noon. The meeting will be hosted by Acme Trucking at the Omni Houston Hotel Westside, 13210 Katy Freeway, Houston, TX 77079.

Topic that are to be addressed prior to or at the next meeting

1. Swamper Competency Task Group will meet 17 May at 1:00 pm. Meeting location to be determined.

Attendance Sheet:

Name		Company Name
Jimmy	Frye	5J Trucking / 5J Oilfield Services
Dean	Cole	5J Trucking / 5J Oilfield Services
Patrick	Connelly	Acme Truck Line, Inc.
Jimmie	Vicknair	Acme Truck Line, Inc.
David	Kemp	Acme Truck Line, Inc.
Randy	Scott	Bandera Drilling
Anthony	Zacniewski	Bandera Drilling
Billy Bob	Anderson	Bishop Lifting Products
Jeff	Bishop	Bishop Lifting Products

Casey	Collins	Black Hills Trucking Inc.
Don	Jordan	BP America
George	Benavides	Helmerich & Payne International
Dave	Moyer	Helmerich & Payne International
Justin	Hodges	Hodges Trucking
Jimmy	Hodges	Hodges Trucking
David	Nightingale	I.E. Miller Services, Inc.
Darryl	Miller	I.E. Miller Services, Inc.
Peter	Mathers	I.E. Miller Services, Inc.
Joe	Perez	IE Miller Services, Inc.
Joe	Hurt	IADC
Jess	Stephens	Lufkin Industries
Jerry	Rials	Moore Truck & Equipment Co.
David	Cain	Patterson UTI
Joe	Cruz	Shell Exploration & Production
David	Thibodeaux	Shell Exploration & Production
Mike	Poroo	Southwest Ocean Services
Brooks	Nunley	Southwest Ocean Services
Perry	Brock	Swanberg USA Inc.
Bill	Mayfield	Union Drilling Inc.
John	Owens	Wilbanks Trucking, Inc.