## MEETING MINUTES

| 830 - 845 | Welcome, Facility Orientation & Introductions  
Eamonn Young – Chairman  
IADC Anti-Trust Guidelines & Safety Minute  
Rhett Winter – IADC |
|-----------|-------------------------------------------------|
| 845 - 945 | Open Discussion: Committee Update, Safety Issues, Regulatory Notices  
Eamonn Young  
Discussion was started between multiple participants over the following questions & topics:  
How do you find decent workers?  
How do you give them consistency?  
There was a recent incident where a derrick was dropped on rig move with?  
How is everyone addressing the differences in crane operator competency?  
It appears they’re getting stretched pretty thin.  
The strongest and weakest point of winch trucks and cranes are the operators. Crane size also makes a big difference. Operators tend to get over extended.  
If everyone is involved and working together on a rig moving crew…it helps…communication is key. And you can’t take short cuts  
Management has to have their convictions in the right place…the problem is a lot of people aren’t coming back to industry…especially rig moving  
International incidents in Middle East is a big problem because movers will have initial morning JSA…then everyone goes their own way, which is problematic.  
A lot of safety professionals don’t know operations and equipment, they just want to cross the safety JSA off the box. |
Who has ultimate authority on a rig Move? Truck Pusher should be on the actual move…they’re hired to do a job.

Once you latch onto equipment…you own it…you’re in charge. Who’s in charge is always the big question …between contractors equipment, 3rd party, operators…who has final voice? A good facilitator let’s everyone do their part…according to their expertise.

A fresh set of eyes is good…you don’t have to be an expert necessarily, but need to know fundamentals.

Supervisors used to be long year hands 10 years at least…now people that have less than 2 years’ experience are in supervisory roles…how to address that?

-Rigs also move a lot more often.
- Most of the decision making now is made in the office, that’s the reality. There needs to be a new solution to the problem.

Processes, Plans and Communications are critical.
The same incidents are happening.
Need to target Leadership, Processes, and Culture.

The Reach Group
Paul Hardman – Senior Vice President
For further information regarding this presentation, please contact Paul Hardman at phardman@theREACHgroup.com

Discussion shifted on how to track moving trucks as well as workers.

1030 – 1045  Break

Task Group developed to address multiple rig moving topics: volunteers include Billy Bob, Buck, Eamon, Thad, Gator…Buck to chair

1130 – 1145  Path Forward, Next Meeting, AOB
Eamonn Young & Thad Dunham
Next meeting date September 14th in Midland/Odessa (details TBD)

Attendance:

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<thead>
<tr>
<th>Name</th>
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<tr>
<td>Chris Steely</td>
<td>5J OILFIELD SERVICES</td>
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<tr>
<td>Karl Humble</td>
<td>ANAYA TRUCKING</td>
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<td>Billy Bennett</td>
<td>CHECK-6</td>
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<td>Billy Bob Anderson</td>
<td>CORE LIFTING</td>
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<tr>
<td>Michael (Buck) Dodick</td>
<td>FLAT TIME REDUCTION</td>
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<tr>
<td>Rhett Winter</td>
<td>IADC</td>
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<td>Eamonn Young</td>
<td>LIGHTNING OILFIELD SERVICES</td>
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<td>Jerry Rials</td>
<td>MOORE TRUCKING</td>
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<td>Jose</td>
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**Note:** IADC is an association representing corporations. Because IADC represents our member companies, we ask that recruiting of people attending our conferences or committee meetings not take place. What is done in private or away from the meeting is not of IADC’s concern. Contact information on meeting sign-in sheets is to allow members to communicate information between one another in their desire to improve safety of our industry. Please refrain from using them for recruiting efforts.