



# INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS

## AUSTRALASIAN CHAPTER

### IADC Logistics/ Rig Moving Forum

#### **Thomas Ingledeew-**

Opening Meeting and welcoming attendees

Special welcome to

- Warwick Williams- TMR
- Peter Elliot- LSA
- Ian Ross- Origin

Overview of committee meeting

- Committee would like to create a website- which will be aimed at sharing information.
- Discussed need for the Chain of Responsibility to be more widely understood throughout the industry
- IADC Forum will be held quarterly
- IADC Committee meeting will be held every fortnight

#### **Warwick Williams- TMR**

- The Queensland Police, Queensland Rail and Aurizon manage heavy vehicle road access.
- Under new laws transport will be operating under the following acts
  - Transport infrastructure Act 1994
  - Heavy Vehicle Law amendment Act 2013
  - Heavy Vehicle (mass, Dimension, loading) ...
- New Permitting Process
  - All applications will go through the regulator, remember to attach all information you would have previously given to avoid delays
  - Email will be sent to TMR from the regulator and permits will be considered by the TMR
  - All applications will be online and permits can be payed and status view online
  - Permit will not be able to be obtained without all agencies permission. NHVR will contact TMR and Local Governments on your behalf
  - Expect delays for permits in initial stages of the NHVR rollout
- Mapping Systems within the NHVR will be able to supply the Regulator with information as to which councils need to be contacted ( remember to include precise start and finish locations to avoid delays)
- Once TMR or local governments have made a decision, you will be able to view reasons that the permits have been reject
- Police will no longer be issuing permits, but will still need to be contacted in instants where an escort is required (this will be stated in the permits conditions)
- Permits that cross state lines will have different conditions for each state



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- The NHVR will classify vehicles differently to ensure that engineers can make appropriate decisions
  - Class 1- SPV's, Ag vehicles, Platforms, low loaders with indivisible articles
  - Class 2- MCVS, Car Carriers, Buses longer than 12.5 meters
  - Class 3- NSV's not in class 1 or 2
  - Vehicles can change class depending on load
- Engineers must ensure bridges/Structures are suitable for different classes of Heavy Vehicles
- Most bridges in Queensland are not design to take B-Doubles
- Local governments don't have as much information on bridges/structure in the area, which presents issue for them when issuing permits
- Access applications with still require the engineering process under the NHVR
- New programming within the TMR (expected to be released 1/7/2014) will allow the engineering requirements to be automated, this will speed up returns for permits.
- The NHVR system has not yet been seen, as such minimum information can be provided
- The NHVR will have call centres available but TMR will no longer be contactable for most permitting requests/queries
- Existing permits will be functioning until their expiry, when the NHVR comes into effect
- Batch permitting will require IAP
- NHVR will allow for rejected permits to be reviewed.
  - After this reviewing process the answer will be final
- Under law if you are unhappy with a decision made by the NHVR you will be able to apply directly to the Road Authority
- Permit renewal applications can be applied for with the NHVR, if a decision isn't delivered from TMR within 14 days NHVR can automatically issue a renewal

### **Peter Elliot- Australian Logistics Council (Presentation Attached)**

- Discussed origins of the Nation Logistics Safety Code
  - Created through collaboration between the Steel industry and the Retail sector
- Spoke of the NLSC's intended purpose
  - To identify issues related to the "Chain of Responsibility" and to manage that compliance
  - To manage their legal obligations (Road and Traffic Laws and WH&S Legislation).
  - To understand their responsibilities in the supply chain when they control or influence the safe and legal carriage of freight
  - To produce clear and equitable alignment of responsibilities for the carriage of goods against the relevant standards and regulations.
  - To induce higher standards of accountability and good practice within the industry
- The Code is made up of 4 main components
  - Code
  - Guidelines



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- Responsibility Matrix
- Audit Tools
- 73 Base level audit questions established to link to legislation
- Secondary audit questions are established to be industry specific
- These Audits are based on the Ten Pillars
  1. Legal Compliance and CoR
  2. OH&S Risk Assessment & Compliance
  3. Fatigue Management
    - Scheduling
    - Time Slot Flexibility
    - Waiting Time
    - Queuing
    - Loading or Unloading
  4. Communication
  5. Safe Load
    - Preparation
    - Restraint
    - Containment
    - Mass
    - Container Weight Declarations
    - Dangerous Goods
  6. Speed Management
  7. Equipment
  8. Driver Health / Drug & Alcohol free workplace
  9. Subcontractor Assessment
  10. Operational Infrastructure
- The audit process involved the signatory to undergo
  - Entry audit
  - Compliance Review Audit (annually)
  - Partnership Audit Review (follow each audit)
- [www.alcsafety.com.au](http://www.alcsafety.com.au)
  - Website contains generic guides
  - Links to other relevant sites
- The role of the ALC is to maintain currency and relevance with these Codes
  - Upgrade where necessary
  - Promote wide acceptance
  - Keep records for participants
- TMR place a high value on ALC's Codes of Practice
  - Use of the code show due diligence to the compliance of the CoR

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## AUSTRALASIA CHAPTER

### Presentation

#### Coal Seam Gas (CSG) Logistics Safety Code of Conduct

- Origin committed to signing as a licensed participant to the Australian Logistics Councils (ALC) National Logistics Safety Code (NLSC) -2011
- Forms the CSG Logistics Safety Code of Practice working group (Origin, Santos, Arrow, QGC)
- To support supply chain safety compliance which is a critical risk area
- Designed to ensure that all participants are aware of their responsibilities in the supply chain where they control or influence the safe and legal carriage of freight
- This will produce clear and equitable alignment of responsibilities for the carriage of goods within the supply chain against the relevant standards and regulations and induce higher standards of accountability and good practice within the CSG industry
- The CSG Logistics Safety Code of Practice will be implemented across the Origin as a primary means to mitigate the risk of serious transport related accidents
  - Will assist Origin to comply with Chain of Responsibility laws and future national heavy vehicle laws
  - Applies to all Origin employees, contractors and subcontractors or their representatives who have direct or indirect involvement in the Supply Chain and all sites under Origin control
  - Not designed to replace any legal obligations and each person in the supply chain must understand and comply with their legal obligations (in addition to the Code)
  - Audits all aspects of the various supply chains where there is control or influence by Origin, its people, contractors or sub-contractors
  - All parties in the CSG supply chain/s are expected to fully comply with the Code
- The CSG Logistics Safety Code of Practice
  - Recognises the need for a safe and efficient transport function
  - Prescribes minimum levels of operational behaviour
  - Independently audited by RABQSA accredited auditors
  - Regulates all parties in the road transport supply chain –the consignor, consignee, packer, loader and scheduler, drivers, owner-drivers and operators as well as directors, partners and managers.
  - All participants in the chain can be held responsible for their actions (or inactions) relating to breaches of the road transport, fatigue, speed, mass, dimension and load restraint laws.
  - Improves compliance outcomes for road safety, infrastructure and the environment
  - Minimises the adverse impacts of road transport on the community



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- Minimises unfair competitive advantage within the heavy vehicle industry.
- Legal liability applies to all parties for their actions or inactions.
- Chain of Responsibility legislation means all parties in the road transport supply chain must be proactive
  - Assessing contractual arrangements with customers
  - Communicating with customers regarding the new legislation
  - Assessing the training requirements of staff
  - Implementing and documenting appropriate policies, procedures and workplace practices
- Key features of the legislation
  - Ensure parties who (by their actions, inactions or demands) control or influence conduct on the road are held legally liable
  - Provide nationally consistent enforcement powers and extensive enforcement capabilities
  - Introduce a 'reasonable steps' defence
  - To identify issues related to the "Chain of Responsibility" and to manage that compliance
  - To manage their legal obligations (Road and Traffic Laws and WHS Legislation).
  - To understand their responsibilities in the supply chain when they control or influence the safe and legal carriage of freight
  - To produce clear and equitable alignment of responsibilities for the carriage of goods against the relevant standards and regulations.
  - To induce higher standards of accountability and good practice within the industry
- National Logistics Safety Code Commitments
  1. Recognise and accept our obligations
  2. Comply with all road transport laws
  3. We will not knowingly make any demand or requirement that would cause us to breach
  4. Actively support the development the Code of Practice
  5. Have adequate processes, programs, policies and training to demonstrate compliance
  6. Recognise and accept our 'Chain of Responsibility' obligations
  7. All new contracts or arrangements require compliance with this Code
  8. We accept that cost alone should not be the determining factor in meeting our obligations
  9. Actively support the development of nationally consistent road transport regulations



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- Use of Assurance Assessment Tool Elements
- Origin's approach to compliance
  - Identify each project
  - Conduct supply chain discovery sessions to identify all relevant supply chain partners
  - Plan Schedule consultatively
  - Liaise with parties to be assessed
  - Conduct assurance assessments
  - Provide guidance and assistance to supply chain partners to meet the required level of compliance to the CSG Code
  - Links to information
  - Online training
  - Establish corrective action plans
  - Use of Online Training
- CSG Code is recognised by other CSG proponents, Santos –GLNG, Arrow Energy, QGC –QCLNG
- CSG Code recognition of other accreditations schemes
  - National Heavy Vehicle Accreditation Scheme (NHVAS)
  - Western Australian Heavy Vehicle Accreditation (WAHVA)
  - TruckSafe
  - AS 4801 Certification –Safety Systems
  - ISO 9001 Certification –Quality Management Systems
  - Retail Logistics Supply Chain Code
  - Australian Steel Industry Code
  - Other externally audited and accredited schemes may also be acceptable
- Benefits
  - Robust, industry-wide mitigation of heavy road vehicle safety risks across the CSG supply chain
  - Standardised tool improves understanding of risk and clarity on legal obligations
  - Independent audits help identify/avoid high-risk contractors