



# IADC INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS

AUSTRALASIAN CHAPTER  
Logistics Forum

*Presentation Notes:*

## IADC – AC & TMR Logistics Forum

Held 7<sup>th</sup> August 2014

**Alan Ruff - QGC Drilling Services Manager**

### ***Rig Mobilisation from QGC's Perspective***

International Rig Mobilisation - New build rigs previously been delayed up to 6 months due to from major manufacturing delays and port side at customs in bound to Australia.

Rig mobilisation considered one of QGC's highest risk activities. Permitting still a major cause of delay, changes in local council, state and federal government have led to delays in approvals for permits.

Safety Considerations and Rig Move Incident issues were discussed. Logistics Safety Focus points were raised from fatigue, training and competency, load restraints, complacency, dedicated rig movers, contractor owned logistics versus 3<sup>rd</sup> party, weather conditions and moving at night.

QGC's rig moving contractors have been part of the success story of delivering over 2,000 CSG wells. With all rig move contractors working towards a strong safety culture and still moving the rigs from location to location with no serious injuries.



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### Chris Trevor – Transport & Main Roads

#### *Chain of Responsibility – A Case of Compliance*

The presentation overview was to highlight the key principles of the Chain of Responsibility (Extended Liability) legislation under the Heavy Vehicle National Law (HVNL).

Areas discussed were Driver Fatigue, Mass, Dimension and Loading and Speeding under the HVNL. Reasonable Steps Defence of reviewing driving or work schedules, work records and reviewing loading and unloading times and delays at loading and unloading places.

### Karen Bow, Principal Advisor, Transport Strategy Group - WHSQ

#### *WHSQ Issues Affecting the Transport Industry*

Presentation to provide an outline of the Workplace Health and Safety Act 2011, The Transport Safety Networks (TSN) and the benefits to reducing injuries.

Serious injury statistics

- The transport industry sustained an incidence rate of 24.0 serious claims per 1,000 employees
- Nearly twice the all industries rate of 12.6
- 92% of these injuries are happening when the driver is not driving the vehicle
- Transport has the second highest rate of incidents in QLD (second only to agriculture)
- Slips trips and falls are the most significant recordable injury and the highest cause of lost time injuries.

Definition of workers and what the penalties under the WHS Act 2011 were discussed.



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In closing, the benefits to reducing injuries will reduce workers' compensation premiums, increased worker productivity, training costs and improved business reputation.

### **Warwick Williams – Transport & Main Roads**

#### ***Import Drill Rigs***

Discussion of Import Approvals addressing areas of Non Standard Vehicle, New Large Trailer, Bus or Truck and Test and Evaluation Approvals. Key point noted that Rigs cannot be moved off the port on Trade Plates.

Overview of the guidelines with Queensland Transport & Main Roads Form 4 - Excess Dimension and Form 11 – Excess Mass. In Principal Approvals. All vehicles must have current registration, or be operating under an authorisation issued under the *Transport Operations (Road Use Management – Vehicle Registration Regulation, (VRR), 2010*.

Summary explanation of registration of dealer plates, unregistered permits and authorisation to use unregistered vehicles under the VRR.

### **Thomas Ingledeu Chairperson IADC**

Thomas closed the meeting emphasising that this is an industry forum and that participation is the key to sharing information and encouraged individuals to participate and contribute to future forums.