

 <p style="font-size: 1.2em; margin: 0;">شركة أبناء عبد المحسن الخذاري</p> <p style="font-size: 1.2em; margin: 0;">ABDULLAH A.M. AL-KHODARI SONS CO.</p>	Doc No: 1000/101
	Page: 1 of 6
TASK SPECIFIC METHOD STATEMENT	Issue: A
	Date: 02/10/2006

METHOD STATEMENT 1000/101			
Practicing an Incident and Injury Free culture by applying Zero Tolerance			
Client	KCA - Deutag		
Contractor:	Al Khodari	Contract Name:	TBN
Contract Scope:	Transportation of Rig 79	Contract Ref:	TBN
Scope of works	Loading and Movement of T79 Oilfield Drilling Rig		
Locations(s):	Isherat Well Site – Al Khodari Road – Public Highway to Al Sulayail		
Review and acceptance by:	KCA DEUTAG HSE		
On behalf of SRAK Consortium	<div style="text-align: right;">Date: _____</div>		

The responsibility for the safety of the contract works rests fully and unreservedly with the contractor.

The acceptance of this method statement by KCA Deutag or SRAK and involvement in Safety Studies or audits, does not in anyway absolve the contractor from the responsibility, nor is it intended to confirm or suggest that the contractor fully meets the statutory requirements

Rev	Date	By	Approval	Description of Modifications	

 ABDULLAH A.M. AL-KHODARI SONS CO.	Doc No: 1000/101
	Page: 2 of 6
TASK SPECIFIC METHOD STATEMENT	Issue: A
	Date: 02/10/2006

TASK/OPERATION/ ACTIVITY

Works to be undertaken	It is intended that all operations from loading and unloading to transportation and supervision will be undertaken including maintenance and recovery of vehicles where required.
Limits of the work	Limits are transportation and supervision using standard due care of the loads in transit.
Time scales for the works	Time scales are at present estimated to be 52 days for all operations except mobilisation and demobilisation.
Access Arrangements	Access to the site are to be confirmed between SRAK and Deutag as this will directly affect waiting times.

SRAK SITES AND PUBLIC INTERFACE

Isherat Well Site	No Public Interface but there is a interface from workers at the well sites and this may well require safety assessments or compliance with existing rules prior to operations. There is also the interface with Al Khodari operations that must be taken into consideration.
Al Mirtan Well Site	As Above
Movement of Plant, Equipment and Materials.	In addition to the journeys from site to site the initial mobilisation of the vehicles to Sharurah will be required. Cranes of a suitable size will need to be moved into position.
Workshops	Workshops are situated at Um Gharib approximately 80 Km from Isherat, at Km 10 and at Al Mirtan and will be used for recovery, repairs and servicing.
Accommodation	There is accommodation for drivers at these same locations.
Road Traffic Management	The existing SRAK Journey Management system is proposed to be used to ensure basic control of the convoys. In addition it is proposed dedicated convoy leaders are also used along with a vehicle containing a mechanic and electrician.
Fuels, Oils, Storage and Containment	Fuel will be taken at our camps along the route which will be stored in correct containment facilities and issued as required.

MACHINERY, PLANT AND EQUIPMENT

Plant and Equipment	<p>40 number vehicle tractor heads each of the 6 x4 type will be used in conjunction with flat bed trailers for up to 180 loads.</p> <p>Specialist low beds 7 number will be used to transport the heavier loads and a further specialist low bed will be available for the 4 longer loads.</p> <p>Hired cranes will each have their own individual certificates of the testing of safe working loads.</p>
Documentation	<p>Each vehicle will be accompanied by the correct KSA documentation as to its weight and load carrying capacity.</p> <p>In addition each individual vehicle will carry its own Journey Management Plan</p>

 شركة أبناء عبد المحسن الخذاري ABDULLAH A.M. AL-KHODARI SONS CO.	Doc No: 1000/101
	Page: 3 of 6
TASK SPECIFIC METHOD STATEMENT	Issue: A
	Date: 02/10/2006

Use of plant and equipment Operatives are to have received appropriate training and/or hold appropriate certification for the use and operation of the plant and equipment they are required to use. In this instance defensive driving course and operating in desert conditions confirmed by weekly or site specific toolbox talks.

PERSONNEL INVOLVED

Supervision	Al Khodari	Jim Pollitt	HSE QA Manager
	Al Khodari	Andrew Walsh	Transportation Manager
	KCA Deutag	Joern Duemke	Transportation Manager
	KCA Deutag	Maurice	HSE Manager
	SRAK	Dave McCoy	HSE Manager
		TBN	Convoy Leaders
	KCA	TBN	Supervisors
Operatives	Al Khodari Drivers and supervisors		
Training	Operatives are to be experienced in the work activities they are to undertake and where applicable hold appropriate certification. They will hold the appropriate driving licenses and be fully aware of driving regulations including the speed limits in KSA		
Working hours	Normal daytime working hours are not to exceed 12-hour shifts. No night time driving is envisaged or planned for.		
Welfare	Welfare facilities will be provided at Al Khodari Camps		
First Aid	First aid equipment, including eyewash is to be made available in each vehicle First aid is also available in the aid clinics at the Al Khodari camps		
Personal Protective Equipment	Safety Helmets Hi-Visibility Quick release Waistcoats Safety Footwear Eye protection Ear protection Overalls Gloves Other items as required after site specific risk assessments		
Coshh	Petrol and Diesel Fuel Oils		

 ABDULLAH A.M. AL-KHODARI SONS CO.	Doc No: 1000/101
	Page: 4 of 6
TASK SPECIFIC METHOD STATEMENT	Issue: A
	Date: 02/10/2006

METHODOLOGY

Pre-start Arrangements

- All vehicles are to be serviced and inspected at the Al Khodari workshops prior to mobilisation. It is anticipated that one week duration will be required for this operation. Concurrent with this operation will be driver training. A period of 4 days is anticipated for the mobilisation of the vehicles.
- A complete packing list is required two weeks before hand. This should include object description, length, width, height, weight and volume.

General Arrangements

- A journey management plan showing the route and facilities available will be carried by the convoy leader along with the emergency contact names in case of accidents or difficulties along the route.
- Permission to commence works to be given after arrival at the site location.
- Works will be demarcated before commencement in conjunction with the rig site supervisor and Loading can commence. Each operation of loading will be checked and a generic risk assessment made by the site supervisor and communicated to the driver/operator prior to loading. This may well be used for all loads unless there are specifics that change.
- The loading of equipments will be under the control of the crane operator and qualified rigging staff under the supervision of KCA Deutag.
- After each load has been secured, checked and passed the details will be entered into the transportation register and the vehicle and its load may be released for transportation.

Specific Arrangements

- Crane certificates will be checked and held in a register on site. A specific load lifting plan register will be kept in the cranes cab to ensure the crane can lift the load safely. This will ensure the lift assessment has been carried out
- After each load has been secured, checked and passed the details will be entered into the transportation register and the vehicle and its load may be released for transportation.

 شركة أبناء عبد المحسن الخذاري ABDULLAH A.M. AL-KHODARI SONS CO.	Doc No: 1000/101
	Page: 5 of 6
TASK SPECIFIC METHOD STATEMENT	Issue: A
	Date: 02/10/2006

**Methodology/
Sequence of
carrying out the
works**

- After the loading is complete and permission to move has been given the vehicles will depart in convoy of 10, 20 or lesser loads including single loads as required. The convoy leader will take charge and the Al Khodari camps along the route will be contacted via a Thuraya phone and informed of the movement and expected timings.
- It is envisaged that where an Al Khodari facility on route the journey will be planned as to stay there during night time hours.
- At each stop the vehicles and their loads will be checked by the individual drivers before proceeding with the next leg of the journey.
- After permissions are given the convoy will proceed to the next leg of the journey until it reaches its destination.
- Whilst travelling in convoy the convoy will utilise lights and flashing yellow indicators to make the travelling public aware.
- At the final destination the reverse procedure will be affected for the unloading.
- It should be noted that after the first instance the flatbeds will have the load already fixed and fastened by the crane rigging crew and the driver will only be there to check the load prior to travel. This ensures a much faster turn around.

EMERGENCY PLANS

Contact Numbers TBN

Plans Journey Management plan

Accident Reporting All accidents or incidents are to be reported to the convoy leader and then to the nearest Al Khodari Camp.

SUPPORTING INFORMATION

Blue books and Istemewa

RISK Assessment Factors

Risk	Control measures
Crane operations, Hoisting and Lifting	As per Safe lifting procedure 10 point plan from SRAK HSE Manuals.
Safe loads	Individual lift risk assessments. Safety Method statements Risk assessments and load check sheets to ensure loads are checked at the end of each day.
Damage to hands during lashing of loads.	Risk assessment of the work and the wearing of gloves.
PPE and COSHH	Provide Personal Protective Equipment Brief persons attending on dangers.

 ABDULLAH A.M. AL-KHODARI SONS CO.	Doc No: 1000/101
	Page: 6 of 6
TASK SPECIFIC METHOD STATEMENT	Issue: A
	Date: 02/10/2006

Observe C.O.S.H.H. Regulations.

Speeding and Road Traffic	Controlled by convoy leader in convoy driving conditions to ensure all vehicles travel in the correct manner according to KSA law.
Manual handling	Instruct operative to avoid manual handling which they believe may cause them injury and to be aware of personal limitations
Back strain, foot injury or minor physical injuries	Check load characteristics, weight, size, position and destination Advise on manual lifting techniques Provide mechanical lifting equipment where practical/appropriate
Working at height	During lashing and tying operations ladders will need to be used. These should be footed and tied off to prevent slipping.
Training	Apart from initial training the ongoing system will be to use tool box talks to communicate information.