



GRCVEHICLEINSP™ VEHICLE INSPECTION BRIEF

It is very common these days for seismic crews by necessity to operate a large fleet of vehicles in order to work efficiently. This is particularly the case for crews working on large scale desert projects in the Middle East where the total number of light and heavy vehicles can be in excess of 200. Keeping fleets of this size operational is a major task and requires comprehensive maintenance schedule planning with extensive facilities and qualified personnel to carry out the service and repair work.

In some countries the minimum standards required with regards to the safety of land transport in Oil & Gas operations are well defined and documented, and controlled by regulatory boards and the traffic laws of the country. In other countries there is very little regulatory control but ideally clients should have similar in-house standards that contractors are required to follow to ensure the integrity and operation of their vehicle fleet.

Where minimum standards are regulatory controlled, the standards will often include a number of aspects of vehicle safety that all contribute to minimizing the risk of a road traffic accident (RTA). These are typically broken down into 3 categories: **1) Driver, 2) Vehicle** and **3) Monitoring and Management System**.

★ Driver

For the type of vehicle intended to drive, drivers should be eligible, licensed, qualified, trained and medically fit. The driver should also understand the rules of the road whether this be blacktop or off-road. Driver requirements will vary depending on vehicle type and environment with more specific requirements required for heavy vehicle drivers, bus drivers, ambulance drivers, vibrator drivers, and heavy plant (bulldozers, graders, etc.) drivers.

★ Vehicle

Vehicles must be licensed, fit for purpose and capable of working in the terrain encountered in seismic exploration prospects. Minimum vehicle standards should include generic requirements for all types of vehicle plus other requirements specific for the type of vehicle and the working environment, for example: 4WD vehicles, heavy vehicles, tankers, trailers, buses, vibrators, emergency vehicles, heavy plant, etc. In some countries the requirements are referred to as a Roadworthiness Assurance Standard. New vehicles should meet this and once operational all vehicles should be maintained to this level, verified by regular inspections and serviced as per manufacturer's recommendations.



✦ **Monitoring and Management System**

The purpose of a Monitoring and Management System is to ensure that rules of the road are being followed and adhered to, and that drivers are driving safely and defensively. It is therefore recommended that vehicles are fitted with an IVMS (In-Vehicle Monitoring System) to record a driver's performance, and that a robust Journey Management System is in place to track all vehicle trips.

It should be noted that the above standards should be applicable for all vehicles related to a seismic operation irrespective of whether the vehicles belong to the seismic contractor, subcontractors or service providers.

For the most part the benefit to both clients and contractors of having a fleet of fit for purpose vehicles in good working condition driven by qualified drivers is clear. Well maintained, roadworthy vehicles driven safely and closely monitored will inevitably result in fewer RTAs. Sufficient vehicles will always be available to meet operational requirements thus ensuring a smooth running, efficient project with no downtime or lost productivity due to vehicle shortages. Safety and productivity run hand-in-hand.

GRC International offers a Vehicle Inspection service to check and verify all of the above, thus providing clients with a high degree of confidence that all land transport related issues are fully addressed and of an acceptable standard. Inspections can be tailored to fit regulatory criteria or otherwise depending on client requirements and specifications. Inspections will by necessity include physical vehicle checks using comprehensive checklists (tablet based and database linked), review of vehicle maintenance schedules and records, driver training and qualification checks, and review of IVMS and Journey Management implementation and data. All GRC International consultants have at least 15 years' experience in seismic exploration with a thorough knowledge and understanding of land transport safety. GRC International is also happy to advise, recommend and propose methods to check contractors fleet management systems if clients do not have their own specific standards in place.

The goal is to achieve an RTA frequency rate of Zero.