



Vehicle Accident - Moomba, Sep 2006

Odd Oeen
QHSE Manager

Schlumberger

Summary of Events

- Personnel driving from Jackson to Moomba completing routine well optimisation checks
- Vehicle was coming around a bend changing direction from South to West
- As vehicle came of the bend traveling West it came into contact with loose sand and caused the vehicle to begin to lose control
- Tyre tracks indicate vehicle path continued right to the edge of the road and then overcorrection occurred
- Overcorrection caused the vehicle to travel off the roadway
- Once the vehicle left the roadway it traveled for another 16 meters at which point the rear passenger compartment struck a tree and sheared off the tray
- The force of impact caused the tray to shear the bolts from the frame and project the tray approximately 4 meters from the impact point

Photos of Accident Scene



Track leading up to location of incident

Long sweeping bend

Photos of Accident Scene



Tyre tracks leaving road

Photos of Accident Scene



Photograph showing impact damage to rear passenger door

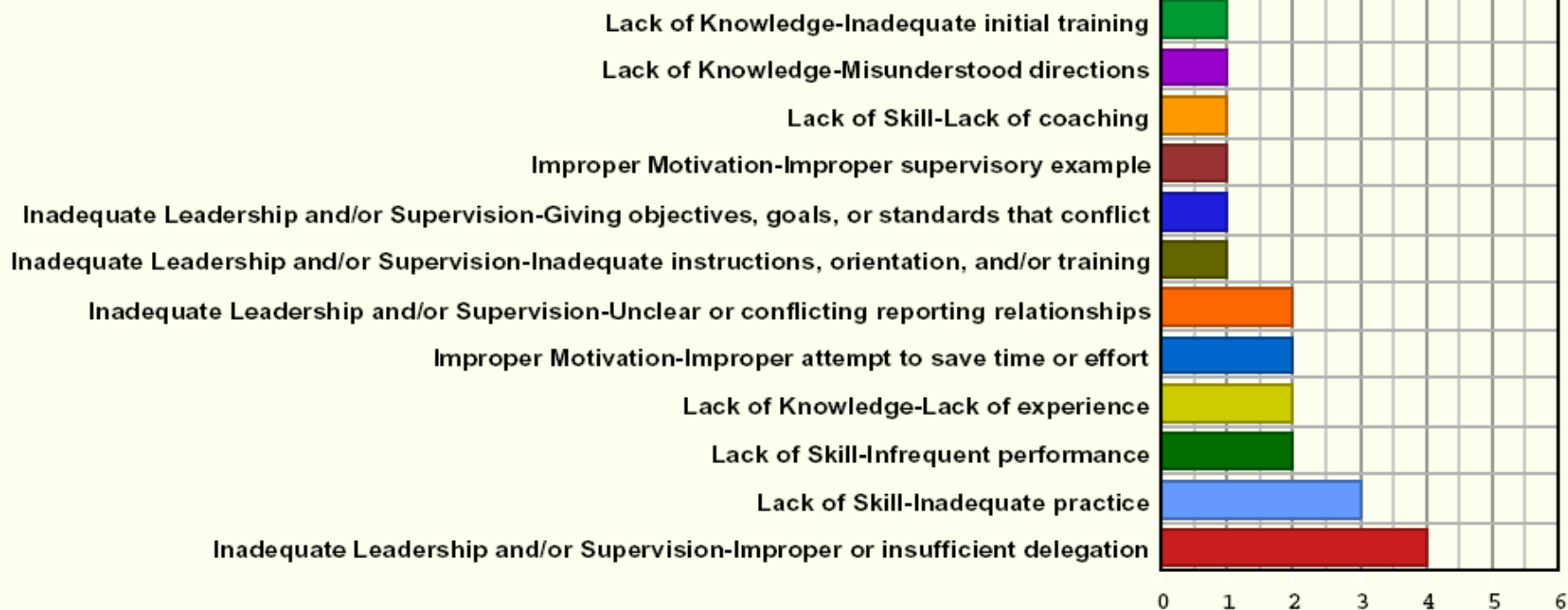
Investigation summary

- Both the SFS and JFS were interviewed
- Both personnel had slept well the previous night
- The correct journey management procedures were followed
- Both personnel aware of the Santos and SLB Driving policies
- JFS had completed SLB min. driver training but had not completed a Moomba commentary drive or 4WD training
- SFS was aware that SLB personnel are not to drive company vehicles in the Cooper Basin unless all relevant driver training has been completed
- JFS was also aware that he should not drive without the relevant training
- Both personnel aware that they have breached company policies
- JFS had no experience driving in desert conditions and was unaware of the action to be taken should the vehicle slide on unsealed roads

Outcomes and Remedial Actions



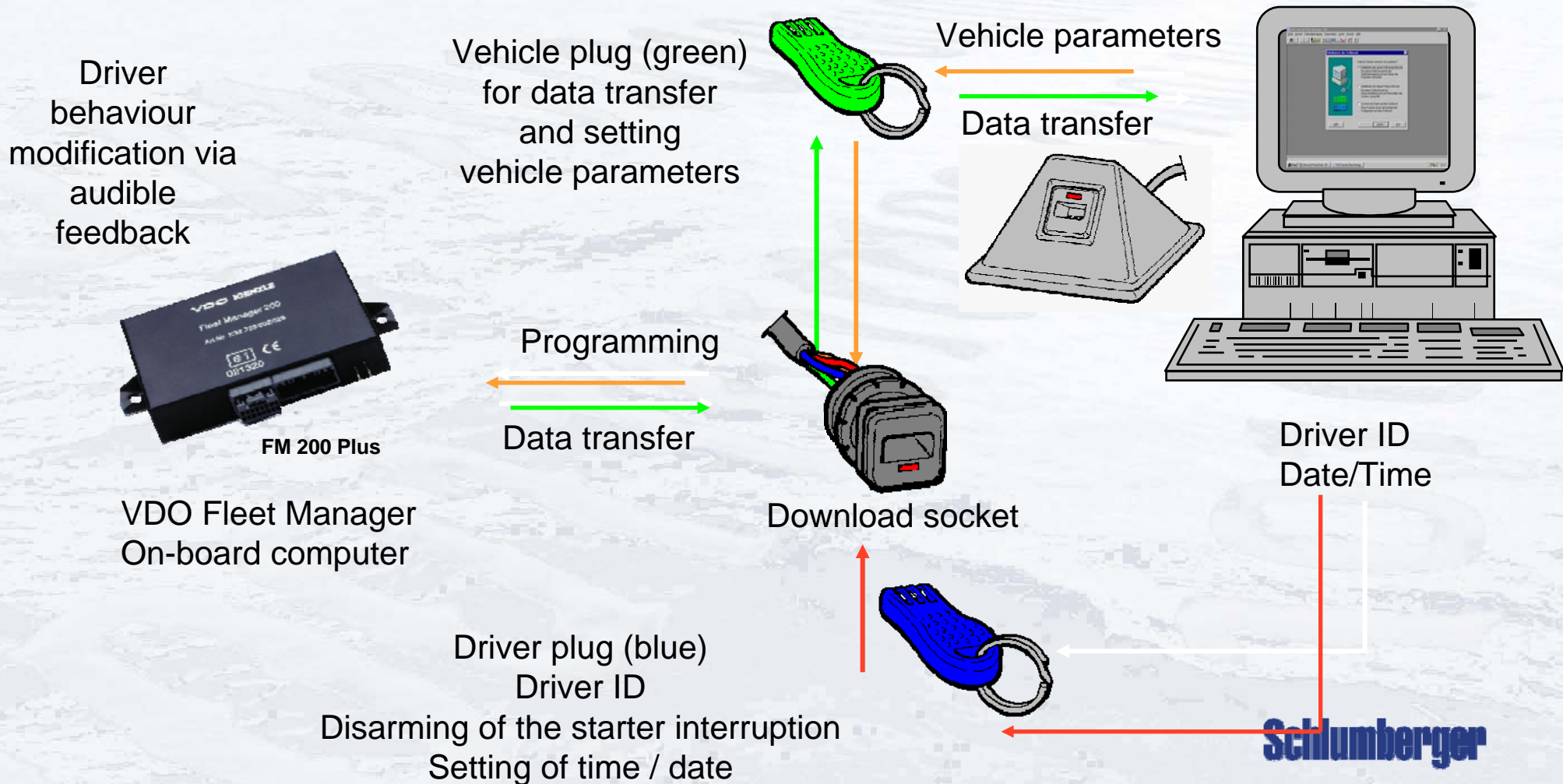
Root Causes



Outcomes and Remedial Actions

- Driving stand down took place to re-iterate driving policies and journey management procedures
- One on one discussions with all drivers involved in desert driving.
- Increased driver training resources in Moomba
- HARC reviewed for Moomba driving
- Reinforced to all supervisors the importance of pre-job briefings and that driving needs to be discussed whenever it is part of the operation
- Confirmed all new employees have been assigned an experienced mentor
- Re-iterated with employees the accountability process; outlining roles and responsibilities for actions taken
- Disciplinary action taken against the SFS and JFS, SFS released from employment

VDO Fleet Management System Overview



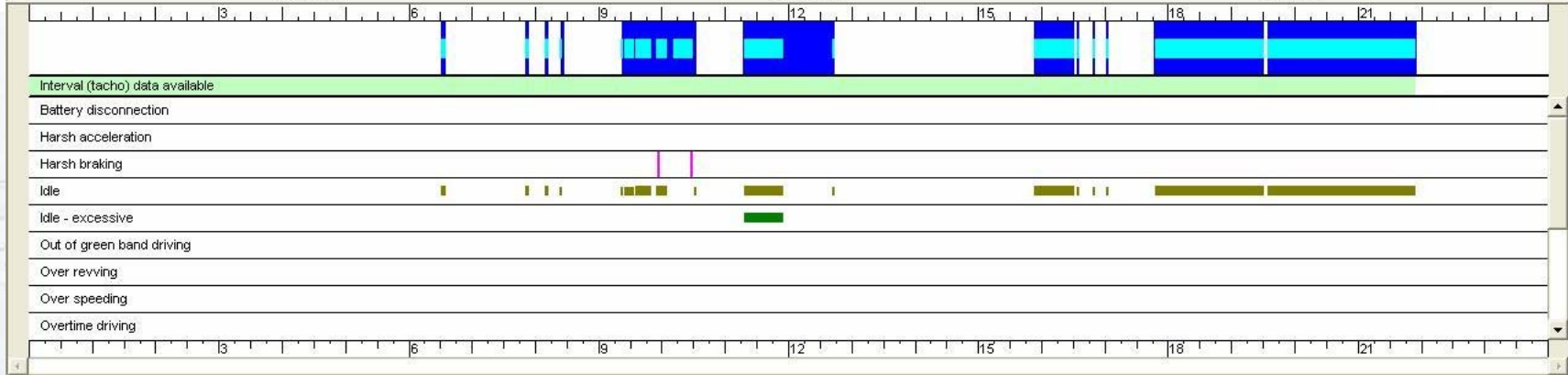
Red Amber Green Report: Example



Schlumberger APG
SCHLUMBERGER GLOBAL
RAG Monthly Driver Scoring Report
 Period from 1/06/2006 12:00:01 AM to 30/06/2006 11:59:59 PM

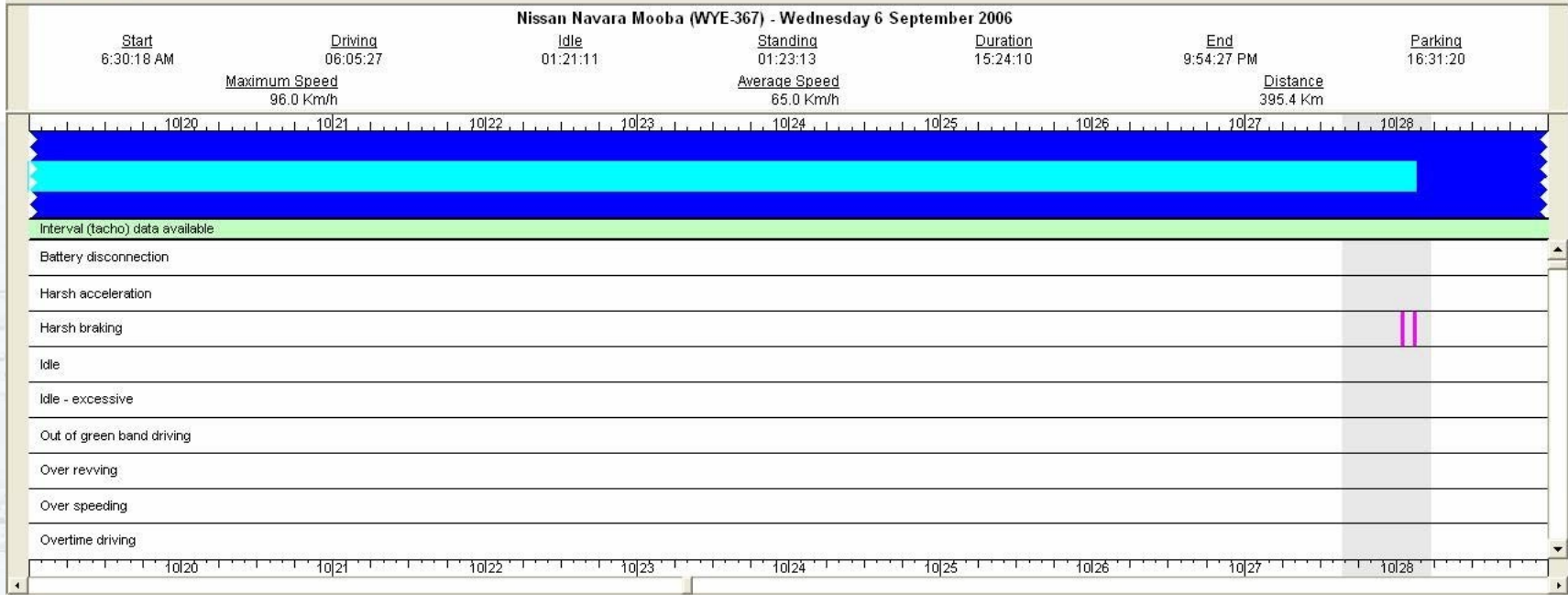
<u>Driver</u>	<u>ID</u>	<u>Distance</u>	<u>Acceleration</u> <u>Counts</u>	<u>Number</u> <u>Accelerations</u> <u>Per</u> <u>100 Km</u>	<u>Deceleration</u> <u>Counts</u>	<u>Number</u> <u>Decelerations</u> <u>Per</u> <u>100 Km</u>	<u>Highest</u> <u>Speed</u>	<u>Total</u> <u>Over</u> <u>Speeding</u> <u>Time</u>	<u>For Each</u> <u>10 Sec</u> <u>Per</u> <u>Km</u>	<u>Total</u> <u>Score</u>
June (2006)										
Driver 1		180.20	0	0.00	0	0.00	99.00	00:00:00	0.00	0.00
Driver 2		395.30	1	0.25	1	0.25	99.00	00:00:00	0.00	0.51
Driver 3		1,831.30	5	0.27	6	0.33	103.00	00:00:06	0.03	0.63
Driver 4		241.30	0	0.00	2	0.83	101.00	00:00:01	0.04	0.87
Driver 5		442.80	1	0.23	3	0.68	99.00	00:00:00	0.00	0.90
Driver 6		755.10	4	0.53	4	0.53	101.00	00:00:01	0.01	1.07
Driver 7		450.90	2	0.44	3	0.67	94.00	00:00:00	0.00	1.11
Driver 8		427.20	2	0.47	4	0.94	100.00	00:00:00	0.00	1.40
Driver 9		48.60	0	0.00	1	2.06	93.00	00:00:00	0.00	2.06
Driver 10		65.00	1	1.54	0	0.00	103.00	00:00:05	0.77	2.31
Driver 11		81.70	1	1.22	1	1.22	95.00	00:00:00	0.00	2.45
Driver 12		23.80	1	4.20	0	0.00	94.00	00:00:00	0.00	4.20
Driver 13		14.80	0	0.00	1	6.76	85.00	00:00:00	0.00	6.76
Driver 14		13.40	0	0.00	1	7.46	82.00	00:00:00	0.00	7.46
Total : June (2006)		4,971.40	18		27		103.00	00:00:13		0.93
Total		4,971.40	18		27		103.00	00:00:13		0.93

Start	Driving	Idle	Standing	Duration	End	Parking
6:30:18 AM	06:05:27	01:21:11	01:23:13	15:24:10	9:54:27 PM	16:31:20
	Maximum Speed 96.0 Km/h		Average Speed 65.0 Km/h		Distance 395.4 Km	



File View Timeline Help

10 Minutes
 Vehicle
Nissan Navara Mooba (WYE-3)
6/09/2006 12:00:00 AM
Go



Select Period: from 10:27:39 AM until 10:28:14 AM

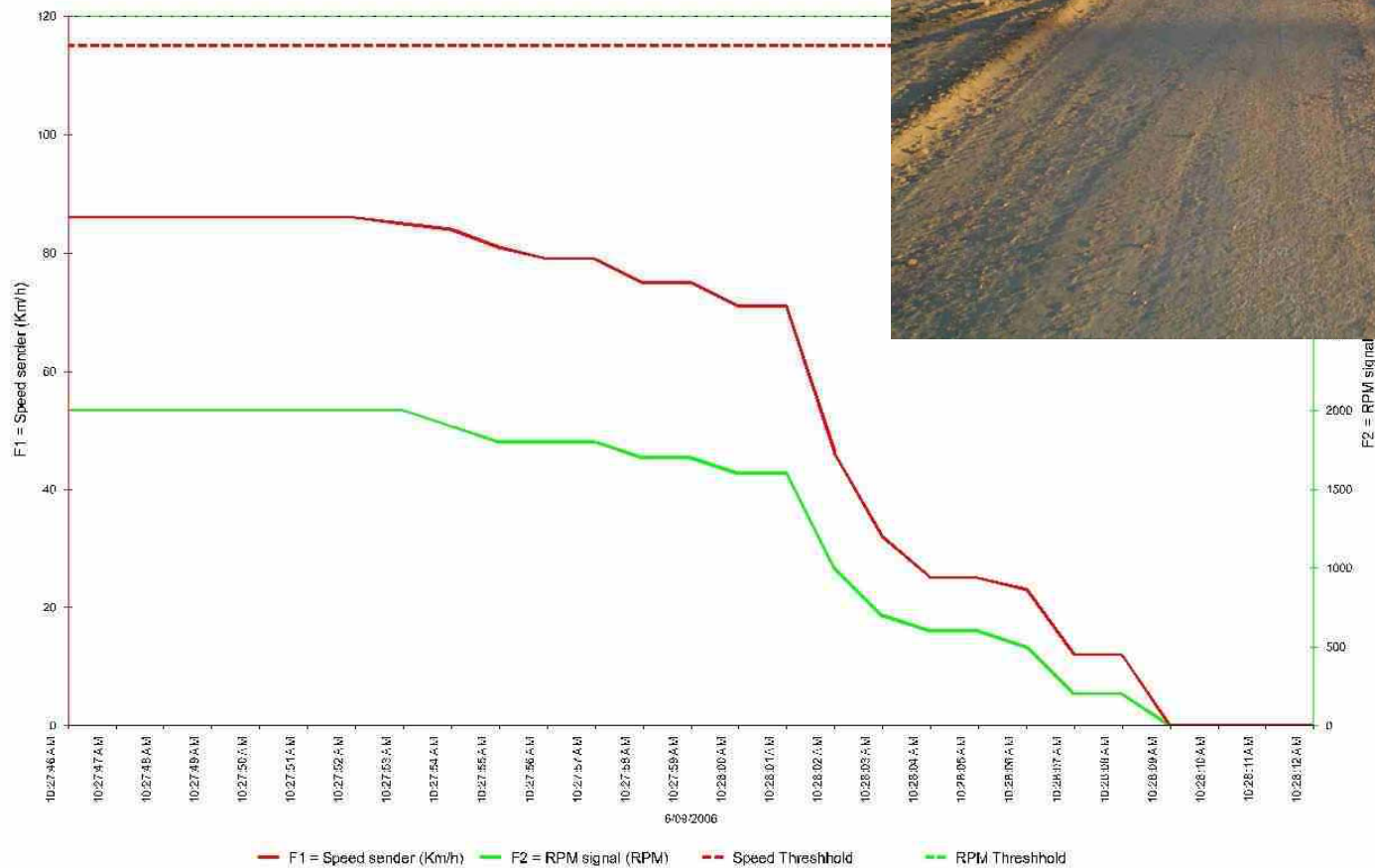
10:28:02 Harsh braking start. Odometer reading 83935.4 Km.
 10:28:03 Harsh braking end. Duration of 00:00:01. maximum value of 15.0 Km/h/s. Odometer reading 83935.5 Km.
 10:28:07 Harsh braking start. Odometer reading 83935.5 Km.
 10:28:08 Harsh braking end. Duration of 00:00:01. maximum value of 12.0 Km/h/s. Odometer reading 83935.5 Km.
 10:28:08 Sub Trip end. Driving time 00:17:12. Sub Trip distance 19.3 Km, with ending Odometer 83935.5 Km.
 Maximum speed 95.0 Km/h. Average speed 67.3 Km/h.
 No Over speeding.
 Maximum engine revs 2800. RPM. No Over revving. Maximum deceleration 15.0 Km/h/s. Maximum acceleration 7.0 Km/h/s. No Idle. No Idle - excessive.



Interval (tacho) Data
Nissan Navara Mooba (WYE-367)
For the period 6/09/2006 10:26:59 to 6/09/2006 10:28:12

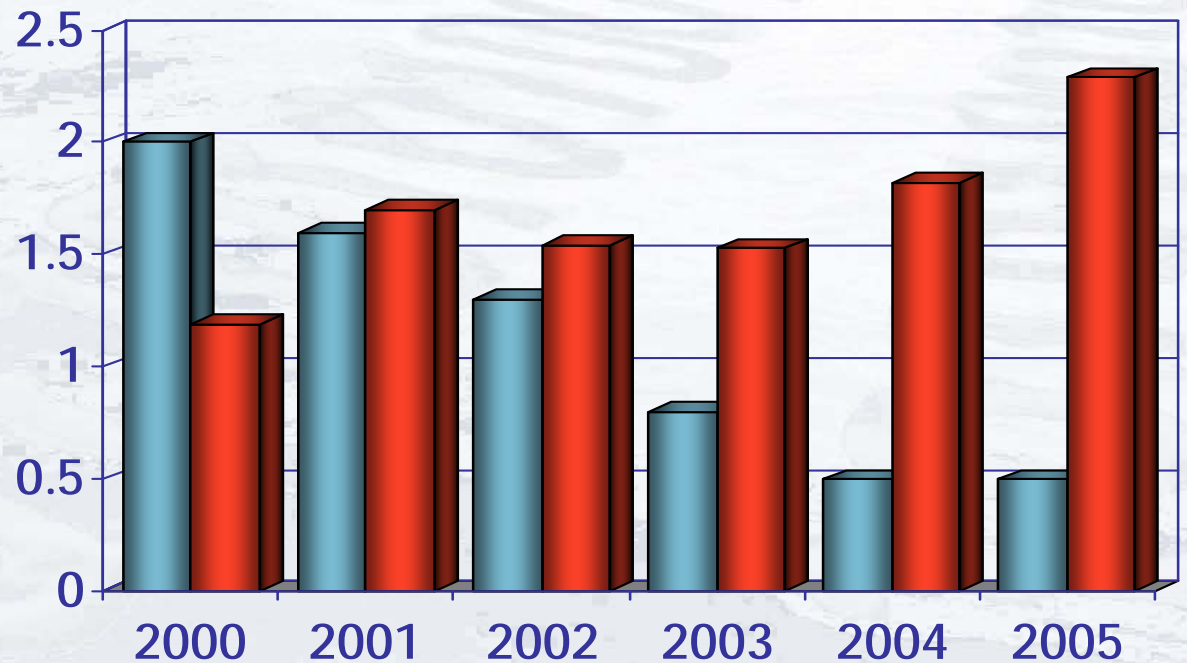


Interval (tacho) Data
 Nissan Navara Mooba (WYE-367)
 For the period 6/09/2006 10:27:46 to 6/09/2006 10:28:12



Crash Frequency Graph – Global, Schlumberger Involved

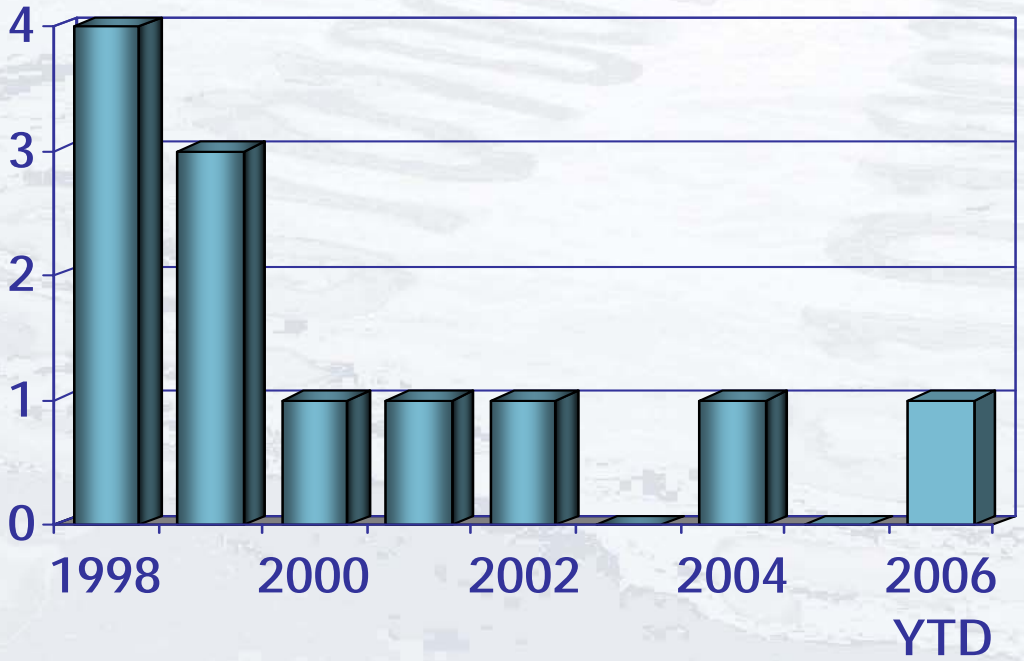
- Auto Accidents / 1,000,000 Miles Driven
- Miles Driven: 100,000,000 Miles
- Industry Recognized AAR 2005 – 0.5



Schlumberger

Vehicle Fatalities - Global

Industry
Recognized



Accountability

