

Safe Driving Standard

Type: Standard	Scope: Canada Business Unit	Code: 00-00255ST
Owner: CBU, S&E		Revision: 2.0

Objective

Operating motor vehicles is one of the highest risk activities undertaken in the Oil and Gas industry in Canada due to the travel conditions, distances and the terrain that can be encountered. Fundamental controls and procedures are required to manage these risks.

The purpose of this standard is to allow for safe operation of motor vehicles within the Canadian Business Unit (CBU). This standard will support Repsol's Basic Rule on Safe Driving.

Scope of Application

This standard applies to all drivers in the CBU operating Repsol vehicles, including Workers and Contingent Workers using and/or responsible for Repsol vehicles while conducting company business and while using them personally and Workers and Contingent Workers using rental or personal vehicles for company business.

Repsol requires third party (contractor) transportation and service providers to have a written safe driving standard. Contractor safe driving standards are evaluated during contractor prequalification and annual review processes as outlined in Repsol's Contractor HSE Management Standard. Contractors that do not have a suitable written safe driving standard are expected to comply with Repsol's requirements which can be provided upon request.

Framework Regulations

Internal

- Repsol Permit to Work System (00-00468NO)
- E&P Permit to Work System (20-00029PR)
- CBU Permit to Work System (CBU_PTW_100)
- Implementation and compliance with the "Basic Safety Rules" (00-00533NO)
- Safety and Environment in Land Transport Norm (00-00574NO)
- E&P Land Transport Safety Management Procedure (20-00100PR)
- Repsol Safety and Environment Incident Management Norm (00-00343NO)
- E&P Hazard Management Procedure (20-00139PR)
- Repsol Travel and General Expense Claim Guidelines (Concur Expenses)
- Repsol Canada Alcohol and Drug Practice
- ROGCI Vehicle Standard

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

External Government Regulations and Codes

- IOGP Land Transportation Safety Recommended Practice – IOGP Report 365
- Alberta WorkSafe - Driving for Work: Developing Safe Practices for Employers and Workers
- Alberta & Saskatchewan OHS Legislation - “Powered Mobile Equipment”
- British Columbia OHS Legislation – “Mobile Equipment”

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

Table of Contents

1. Definitions, Acronyms and Abbreviations	5
1.1. Definitions	5
1.2. Acronyms and Abbreviations	6
2. Responsibilities	6
2.1. CBU Director	6
2.2. Safety and Environment	7
2.3. Repsol Workers	7
3. Training and Competency	7
3.1. Driver Training	7
3.2. Approved Driver Training Courses	8
3.3. Driver Abstracts	8
4. Safe Driving Requirements	8
4.1. Road Hazard Assessments	8
4.2. Journey Management	9
4.3. Distracted Driving (Including Mobile Phones & Electronic Devices)	10
4.4. Driver Fit for Duty	11
4.5. Drugs and Alcohol	11
4.6. Securing Cargo	12
4.7. Vehicle Inspection & Walk Around	12
4.8. Parking	13
4.9. Hazardous Areas	13
4.10. Vehicle Backing Up Safety & Congested Areas	13
4.11. Towing a Trailer and Vehicle Recovery	14
4.12. Boosting and Tire Changes	14
4.13. Smoking, Radar Detectors, Pets & Firearms	14
5. Vehicles	15
5.1. Vehicle Selection	15
5.2. Vehicle Outfitting	15
5.3. Vehicle Rentals	15
5.4. Personal Vehicles	15
5.5. Vehicle Incidents	16
6. Vehicle Performance Indicators	16
7. Review of the Standard	16
Appendices	17
Appendix A: Road Hazard Assessments for Field Operations	18
Appendix B: Journey Management Plans	19
Appendix C: Vehicle Safety Kit Requirements	20
Appendix D: Vehicle Inspection Checklist	21
Appendix E: Additional Driving Program Resources	22



Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

Approval, Validity and Revisions 23

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

1. Definitions, Acronyms and Abbreviations

1.1. Definitions

Defensive Driving: Set of driving skills that are the proactive application by a driver of safe behaviours during any journey with the sole objective of preventing any road traffic incident. The key skills are to visually scan the road ahead for hazards in order to undertake proactive driving techniques to minimize the threat of those hazards and to be prepared for any unseen hazards. These skills are trained in specific approved driver training courses.

Approved Driver Training Course: A driver training course deemed by Repsol as suitable to train and test driver competence. Approved courses consist of a combination of classroom and hands on in-vehicle training that contains a competency assessment component. Vehicles used in the training should be comparable to Repsol vehicles typically operated by the driver at work. A list of approved courses should be provided to the Business Unit. The Repsol Canada Business Unit's Safety and Environment (S&E) group will assist in reviewing new training vendors upon request.

Brownfield: A Production Operations controlled site/lease with surface equipment installed such as a wellhead or above ground gas processing facilities

Contingent Worker: A worker who has a contractual relationship with Repsol (either directly or through a temporary work agency) and has a contractor Repsol email address.

Contractor: A person employed by a contractor or a contractor's subcontractor who is directly involved in the execution of work under a contract, PO, MSA or terms of conditions with Repsol.

Journey Management: System whereby a journey plan is agreed to between driver and a supervisor or a Journey Manager. It will cover the time between departure and arrival at the final destination and detail the safest route to take, avoiding or mitigating any potential hazards on the route and the rest breaks the driver needs to take, to prevent driver tiredness and fatigue.

Journey Management Plan: A formal planning document to ensure all applicable journeys are assessed, appropriately risk minimized, documented and implemented.

Motor Vehicle: Includes an automobile, truck or any other self-propelled vehicle designed for running on land but not on rails. Includes Quads, Trikes, Razors, Rhinos, etc. or any other off-road vehicle that may be used during the course of Repsol business.

Motor Vehicle Incident (MVI): Any incident involving a motor vehicle that results in injury, loss/damage, or harm to the environment; whether it impacts Repsol and/or its Contractors directly, or a third party.

Non-Routine Driving: Driving outside of your greater operating area (i.e., Greater Edson, Greater Chauvin, or Calgary). Calgary workers and contingent workers traveling on company business outside of Calgary.

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

Professional Driver: Person whose job requires regular driving.

Road Hazard Assessment: A detailed description of the hazards related to driving on a Repsol controlled access road to a Repsol operation site(s) or project activity.

Repsol Driver: Any Repsol Worker or Contingent Worker that drives or uses any type of Motor Vehicle during the course of conducting Repsol business.

Repsol Vehicle: Any motor vehicle leased, rented or purchased by Repsol including field, mobile and executive status vehicles. This also includes the use of personal vehicles for business purposes or travel.

Worker: Any full or part-time employee on payroll or collecting a salary.

Working Alone: When assistance is not readily available if there is an emergency or the worker is injured or ill (adapted from Alberta OH&S).

1.2. Acronyms and Abbreviations

BU – Business Unite

CBU – Canada Business Unit

E&P – Exploration & Production

JMP – Journey Management Plan

Repsol - The Repsol Group of Companies

S&E – Safety and Environment

2. Responsibilities

This section describes the roles and responsibilities related to this Standard. Additional roles and responsibilities within the Business Unit are defined in the local Management System.

2.1. CBU Director

The CBU Director is responsible for:

- Ensuring that there are resources in place to assist the Business Unit in maintaining compliance with this Safe Driving Standard.

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

2.2. Safety and Environment

The Safety and Environment group are responsible for:

- Maintaining this Standard and conducting reviews every 3 years.
- Providing guidance to the Business Unit regarding the implementation of this Standard.

2.3. Repsol Workers

All Repsol workers are responsible for:

- Providing assistance in incident investigations and assurance activities relating to this Standard when requested.

3. Training and Competency

All Repsol drivers will maintain a valid driver's license for the class of vehicle they operate. All drivers, where required by law, have a valid Transportation of Dangerous Goods (TDG) in their possession when transporting dangerous goods as stipulated in federal or local regulations. All professional Class 1A drivers will maintain medical clearance to operate their vehicles.

All Repsol drivers shall successfully complete an Approved Driver Training Course. The Driver Training Course must be renewed every 5 years.

Additional driver training may be required for specific vehicles identified by the discipline manager such as:

- Forklifts, Snowmobile, ATV's or UTVs
- Radio operation
- Vehicle recovery and towing

The Canada Business Unit authorizes Repsol to request driver abstracts (driving history record) annually for Repsol Workers and Contingent Workers who operate a Repsol vehicle on company business.

Confirmed complaints received from the general public regarding discourteous or unsafe driving while on company business must be investigated and reported in Synergi.

Workers who have at-risk driving behaviours as identified in Section 3.3 on page 8 will participate in a refresher Driver Training course as soon as possible after the related incident or citation. (see Section 4.4 on page 11).

3.1. Driver Training

The minimum Driver Training Course content shall include:

- Adverse road conditions (gravel, lease roads, snow and ice, mud, etc.)

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

- Winter driving
- Skid Control
- Ascending and descending steep grades
- Fatigue and Journey Management
- Animal avoidance

3.2. Approved Driver Training Courses

The following driver training courses are Repsol approved:

- Schlumberger Light Vehicle Transport
- Can Safe
- Canadian Traffic Education Centre (CTEC)
- Fleet Safety International

3.3. Driver Abstracts

“At-risk” driving behaviours are identified as:

- Being involved in a chargeable or at-fault motor vehicle incident (MVI) or multiple non-charged MVIs in the most current three year period
- Convicted of “careless driving” and/or “undue care and attention”
- Convicted of “street racing” or “driving at an unsafe speed”
- Workers that have been convicted of more than two speeding or moving infractions within the current three year period
- Any distracted driving infraction
- Any drug or alcohol related offenses and or charges

4. Safe Driving Requirements

4.1. Road Hazard Assessments

Each operating area (Edson and Chauvin) shall complete a Road Hazard Assessment for routine driving operations in their area. Non-routine casual business drivers operating Repsol vehicles, renting vehicles or using personal vehicles for business purposes outside of the operating area must complete a Journey Management Plan with built in hazard assessment (see section 4.2 Journey Management on page 9).

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

Road hazards may include:

- Narrow Bridges (width, capacity, no post markers, approaches)
- Adverse road conditions (gravel, lease roads, snow and ice, mud, etc.)
- Identification of narrow road sections
- Blind corners and hilltops
- Steep grades
- Reduced speed areas
- Chain up requirements and safe chain up areas
- Distance to be driven
- Heavy traffic volumes
- Road construction

[Appendix A](#) on page 18 includes the Road Hazard Assessment for Field Form.

If high hazard areas are identified on Repsol controlled roads a case must be entered in Synergi. Measures to mitigate the identified hazards such as rutting, blind corners, signage upgrades, shall be executed by the Operations Unit Leader. If Repsol is not the road permit holder, the hazard information is communicated within Synergi with notification to the road owner.

Similar sites and/or job roles may not require an individual risk assessment to be performed if there are no additional or unforeseen risks anticipated. (e.g. pad locations, standardized motor vehicles, standardized geography hazards in a region, etc.).

4.2. Journey Management

When Repsol workers or contingent workers are conducting non-routine driving as defined in this standard, they must complete a Journey Management Plan (JMP).

The Repsol Workers or Contingent Workers must complete the JMP, send JMP to their Supervisor, receive approval from their Supervisor, upload the plan to the Safety and Environment SharePoint website and print and post the JMP on their office door.

The Journey Management Plan Form can be found in [Appendix B](#) on page 19.

The Journey Management Plan (JMP) Form includes:

- Risk assessment
- Current weather forecast/conditions
- Road conditions
- Driver's level of alertness

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

- Traffic volume
- Trip duration and distance
- Working alone.
- Estimated distance
- Speed limits
- Expected journey hours

In addition to completing a JMP the driver must also ensure the following points are followed.

- An appropriate vehicle is selected
- A vehicle safety kit is in the vehicle or available from the Safety and Environment group; (see [Appendix C](#) on page 20 for kit contents)
- The driver is well rested
- Where applicable, a local road hazard assessment map is referenced from the operating area
- Drive during daylight hours whenever possible when traveling between cities or Repsol locations
- A Vehicle Inspection Form has been completed by the driver
- Driver must take a break every 2 hours
- Ensure working alone requirements are met when necessary
- Postpone or delay the trip when the road conditions are poor

4.3. Distracted Driving (Including Mobile Phones & Electronic Devices)

The use of hand-held mobile devices for sending or receiving text messages, sending or receiving emails, and dialling or receiving calls while driving is strictly prohibited for any Repsol driver. Drivers shall not initiate or answer a hand held mobile telephone call while driving a vehicle. Driver must safely leave the road and bring the vehicle to a complete stop in a safe parking area before initiating or a answering a call.

Use of a two-way radio to call kilometres on a radio-controlled road is permitted in accordance with the road rules for the radio-controlled road.

Drivers must also consider and avoid other distractions while driving, including but not limited to:

- Eating, drinking
- Vehicle controls, radios and cd players
- Programming GPS Units, MP3 players, two way radios
- Reaching for items

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

- Reading or writing while driving

4.4. Driver Fit for Duty

All Repsol drivers must be appropriately rested and alert. It is the duty of the driver to notify their immediate Supervisor and postpone or delay their trip if they are uncertain as to the level of their emotional state or alertness and if it may impact their safe operation of a vehicle.

For longer journeys, scheduled breaks must be included in the JMP. As a minimum requirement, a break must be taken every 2 hrs.

Every Repsol Worker, Contingent Worker and Contractor has the duty to cease work and rest whenever their level of fatigue has the potential to impact the safe performance of their duties. This right can be exercised without fear of management reprisal.

4.5. Drugs and Alcohol

Drivers must not be under the influence of alcohol or drugs, or any other substance that may impair cognitive or motor skills while operating a vehicle on company business. Drivers are responsible to ensure all over-the-counter medications used will not impair their driving ability. Contact S&E department if questions arise regarding prescription and non-prescription drugs.

Workers required to operate any motor vehicle or equipment on behalf of the Company must maintain a valid driver's license as a condition of employment. These workers must report to their Supervisor any of the following incidents within 24 hours of the occurrence:

- Impaired driving charge issued while operating a Company vehicle
- Impaired driving charge issued while operating a non-Company vehicle while on Company Business or Company Premises
- Temporary loss of license as a result of any impaired driving charge or administrative license suspension
- Loss of license due to an impaired driving conviction or plea of guilty to such charge

All workers must report to their Supervisor any of the following incidents within 24 hours of the occurrence:

- Impaired driving charge issued while operating a Company vehicle; or
- Impaired driving charge issued while operating a non-Company vehicle while on Company Business or Company Premises.

Where holding a valid driver's license is a condition of employment, loss of the license may result in the worker no longer being qualified for the position held, or other disciplinary measures. Failure to report any of the above is a violation of the Drugs and Alcohol Practice.

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

4.6. Securing Cargo

- Sufficient restraints are used to ensure objects being carried in the passenger compartment and/or pickup truck box to prevent a projectile hazard during an emergency braking situation, collision or during travel
- Flammables are not carried in the passenger compartment of a vehicle, including product samples. Production Operation well operators carrying small quantities of TDG products in there truck box must carry the TDG exemption binder in their vehicle and ensure that the product they are carrying is listed in the binder
- Items transported in a pickup truck or other cargo vehicle are stored and securely fastened as specified by Provincial laws & regulations, Federal laws & regulations or CBU specific policies
- Reasonable precaution should be taken to limit carrying large items in the cab of a vehicle. If large items are carried in the cab of a vehicle the vehicle must be outfitted with certified cab cargo netting
- Failure to use load binders properly may result in serious injury or death to an individual. Always follow manufacturer instructions or specifications
- All drivers using load binders must be familiar with local laws and regulations regarding the size and number of tie-down/securement straps/devices required for securing cargo on or in vehicles
- Always consider the safety of nearby workers as well as yourself when securing loads
- Always ensure the surrounding area is clear and free from any personnel or objects that might be struck by straps, cables, chains or ropes being tossed over top of cargo
- Cargo inside vehicles must be adequately secured in the trunk or box of vehicles in order to not cause harm or interfere with the driver or passengers while the vehicle is in motion
- Cargo loaded in or on vehicles should not exceed the vehicle manufacturer's recommended load limits

4.7. Vehicle Inspection & Walk Around

- Controls are established for completing vehicle inspections on company owned or leased vehicles at regularly scheduled intervals that are deemed appropriate and relevant to assist in eliminating unsafe vehicle conditions from occurring.
- Drivers walk around their vehicles before operating them to do a visual check for potential obstructions and vehicle damage. The driver will also look for leaks, flat tires, missing wheel nuts, etc.
- Each time a wheel is removed for service or repair the wheel must be re-torqued according to manufactured specifications and documented.
- At a minimum a documented vehicle inspection shall be completed annually. The local operating

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

area can increase vehicle inspection frequency based on their area risks, based on mileage driven or operating conditions such as terrain as well as driver feedback or concerns regarding the vehicle.

- All normally scheduled vehicle inspection and maintenance service are performed in accordance with manufacturer's specifications, Supply Chain Management (SCM) and/or Business Unit requirements. The vehicle safety inspection checklist can be found in [Appendix E](#).

4.8. Parking

- While parking in a brownfield operating area facilities or fields, vehicles must be backed into the parking spot
- All vehicles pulling trailers are equipped with chock blocks for use when parked

4.9. Hazardous Areas

Vehicles must remain more than 7.5 meters from production facilities and tanks and more than 3 meters from wellheads and pipelines unless they are working under hot work permit and have proven the atmosphere safe (i.e. no LEL). Refer to Area Specific Building and Lease Entry Procedure.

4.10. Vehicle Backing Up Safety & Congested Areas

When backing vehicles, the following precautions are taken:

- Spotters are mandatory for vehicles over 1 ton
- Passenger vehicles backing into congested areas should use a spotter if available
- Ensure area behind the vehicle is clear before backing up
- Check overhead, side and rear clearances in area to be backed into
- Backing is done at low speeds (e.g., 5 km/h)
- Spotter and driver agree on hand signals used and safe backing communications
- Spotter is located at the left rear of the vehicle (drivers side) whenever backing up
- The driver is able to see the spotter through the mirror and vice versa
- If the spotter disappears from the drivers vision, the driver immediately stops the vehicle
- If there is no spotter available, the driver: gets out of the vehicle prior to backing up and walks around the vehicle to survey the backing area and identify any hazards present

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

4.11. Towing a Trailer and Vehicle Recovery

When it is necessary to attach trailer to the vehicle, the driver shall be licensed, when applicable (e.g.: class 1a) for purpose and must ensure that such equipment is in good operating condition (lights, hitch, etc.). The driver will ensure that the effective maximum load capacity of the trailer and the towing capacity of the vehicle are not exceeded and that the entire load is properly secured before operations begin.

All Repsol light vehicles that tow a trailer must have the appropriate manufactured and rated tow hitch along with brake controller. The driver is responsible to ensure all lights and brakes are functioning correctly prior to pulling a trailer. All trailers must also be equipped with choc blocks.

Vehicle recovery must follow an approved vehicle recovery procedure. It is strongly recommended that vehicle recovery be completed by a professional tow truck service.

4.12. Boosting and Tire Changes

Follow manufacturer's directions for boosting and tire changes. A JSA must be completed by the driver prior to undertaking these tasks.

4.13. Smoking, Radar Detectors, Pets & Firearms

Smoking or vaping is not allowed in Repsol owned or leased vehicles.

The use of radar detectors is prohibited by anyone driving a Repsol vehicle and/or travelling on Repsol business.

Pets, with the exception of service animals, are not permitted in company vehicles while traveling on Repsol business or while on Repsol premises.

Firearms, including cross or compound bows, shall not be carried in company vehicles while travelling on company business or while on Repsol premises with the following exceptions:

- Where 'Bear Watch' or other area specific wildlife expertise is needed on-site. Firearm safety is addressed in an pre-job safety plan (JSA) and a trained and competent third party expert is utilized
- Where flare guns are required, site-specific procedures are developed for the storage, transport and operation of this equipment and only certified flare guns are approved for use

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

5. Vehicles

5.1. Vehicle Selection

Repsol vehicles are selected by the Business Unit as approved by Supply Chain Management (SCM). Personal or rental vehicles used in the course of Repsol business must conform to site-specific or Business Unit needs.

5.2. Vehicle Outfitting

The Mandatory equipment installed in Repsol vehicles is to be specified by each Business Unit or operating area. General vehicle guidelines are defined in the ROGCI Vehicle Standard.

Repsol field and mobile status vehicles are equipped with a vehicle safety kit. Guidelines are provided in [Appendix C](#).

5.3. Vehicle Rentals

Rental vehicles must be fit for purpose. All vehicle rentals must be sourced from BCD Travel in order to be covered by Repsol's insurance. Renting from preferred suppliers is recommended, however renting from non-preferred suppliers is acceptable if it is booked through BCD Travel. When traveling between October 1st and March 31st, winter tires with the mountain snowflake symbol must be used. As an absolute minimum, the tires on the rental vehicle must have the M+S symbol on the tires (Mud and Snow). If road and/or weather conditions are not ideal for travel, consider alternate methods of travel or canceling your trip.

When renting a vehicle for business use, particularly during the winter months (October 1 – March 31) a vehicle safety kit should be obtained from the Safety and Environment group in Calgary. A generic list for a Vehicle Safety Kit Checklist can be found in [Appendix C](#).

5.4. Personal Vehicles

Personal vehicle use is not recommended, especially for distances over 200 kilometers. Workers should utilize rental vehicles where available as Repsol's insurance does not cover personal vehicle liability or damage. If workers would like to use their personal vehicle for business purposes, the worker must have prior approval from their supervisor. The worker must inform his / her insurance company when a personal vehicle is being used for business purposes and pay the associated increased premiums. Repsol is not responsible for these additional premium costs. For more information on use of personal vehicles, please refer to the Travel and General Expense Claim Guidelines.

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

5.5. Vehicle Incidents

All vehicle incidents that occur on company business will be reported into Synergi and classified in accordance with the Repsol Safety and Environment Incident Management (Norm 00-00343NO).

6. Vehicle Performance Indicators

Field operations vehicles are monitored with in vehicle monitoring systems (IVMS). IVMS is tracked and monitored by a third party. The intention of vehicle monitoring is to drive improvements in driver behaviour. The following is a list of KPIs that shall be tracked:

- Speed
- Acceleration
- Deceleration
- Idle time
- Cornering/handling

7. Review of the Standard

The Safe Driving standard and any associated procedures, forms and checklists must be reviewed every three years.

The next review of this standard is January 2022.

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

Appendices

Appendix A: Road Hazard Assessments for Field Operations

Appendix B: Journey Management Plans

Appendix C: Vehicle Safety Kit Requirements

Appendix D: Vehicle Inspection Checklist

Appendix E: Additional Driving Program Resources

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

Appendix A: Road Hazard Assessments for Field Operations



Driving Hazard Assessment.docx

Safe Driving Standard

Road Hazard Assessment for Field Operations

Instructions: Use this form to rate road hazards for field operations.

Risk Ranking
Assess risk based on base conditions. Escalating factors should be considered during pre-trip planning as they may impact risk ranking and required controls.

Low Risk

- Exposure managed by application of existing policy, procedure or practice
- Exposure managed within control of driver

Medium Risk

- Exposure mitigated by enhancement of existing policy, procedure or practice and/or requires use of safety devices
- Exposure management remains within control of driver
- Control must be in place for journey to proceed

High Risk

- Exposure mitigated through intervention by party or parties other than driver
- Control must be in place for journey to proceed

Road Hazard Assessment

Risk Number: _____ Assessment Date: (mm/dd/yyyy)

TRIP STARTING POINT: _____ RADIO CONTROL: None Yes

TRIP END POINT: _____ RADIO FREQUENCY: _____ MAXIMUM ADVISED SPEED: None Yes

Conditions at Time of Assessment

WIND: _____ WEATHER: _____

TEMPERATURE (°C): _____ LIGHT: _____

ROAD DIRECTIONS & DETAIL: _____

PROJ: _____

Hazard Register

Area or Mile	Hazard	Risk Rank	Detail, Control Comments

Road Hazard Assessment for Field Operations_02001
March 2019

Safe Driving Standard

Conditions at Time of Assessment

YES	NO	NA	Condition	Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Driving Surface Width & Integrity	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Narrow (meeting or passing a vehicle difficult, no pull-off area)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	High crossing traffic (regional to the centre of the road)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Excessive loose gravel	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Raised or shod surface breaking up	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Yellowboard	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Shoulder/side	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Structure type: <input type="checkbox"/> Sharp drop-off <input type="checkbox"/> V-shaped <input type="checkbox"/> Flat	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Available risk (rock, mud, slides, snow)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Passing other vehicles (logging trucks, weekend traffic, rural)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Animals (snow areas and crossing)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Protesters (school zones, rallies, funerals, tours)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Road Design/Intersections	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Concave (drift, sharp, barrier)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Intersection (convex, sharp)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Multiple crossing (high angle, controlled)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Crust of ice (can't see over)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Sharp hill (parade, downhill, load limiting gear)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Road or planning aid: <input type="checkbox"/> Covered rail <input type="checkbox"/> Single approach <input type="checkbox"/> Railroad grade crossing <input type="checkbox"/> Very steep with US	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Presence or absence of appropriate signage	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Line-of-sight obstruction (vegetation, structures)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Dust	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential Collision Object	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Tree, rock	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Encroaching rail tanks	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Narrow bridge/pedestrian structure or abutments (cable, guard)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Night restriction (bridge, overpass, low power lines)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Available risk (rock, mud, slides, snow)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Passing other vehicles (logging trucks, weekend traffic, rural)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Animals (snow areas and crossing)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Protesters (school zones, rallies, funerals, tours)	

Road Hazard Assessment for Field Operations_02001
March 2019

Safe Driving Standard

YES	NO	NA	Existing Factors	Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fog or smoke	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Poor drainage/curb, mud	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Snow and ice: <input type="checkbox"/> Shadowed areas (snow to drain) <input type="checkbox"/> Bridges <input type="checkbox"/> Overcast (slip/slide) <input type="checkbox"/> Over-grade shoulders <input type="checkbox"/> Frost heaving (multilane) <input type="checkbox"/> Multi-lane freeze cycle	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Downwind/blowing snow	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Salt (e.g., low angle in winter)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Road surface liable to deteriorate rapidly when wet	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Low illumination	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Driver distraction	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Frictionless surfaces	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Conflicting priorities (e.g., crew change)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Main (visibility, pothole or ruts)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Wind	

Completed by:

NAME (Print First): _____ SIGNATURE: _____ COMPLETION DATE: (mm/dd/yyyy)

Road Hazard Assessment for Field Operations_02001
March 2019

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

Appendix B: Journey Management Plans

The Journey Management Form can be found on the HSE-OI SharePoint page.

Journey Management Planning (JMP) Form

Instructions: Notify your Supervisor of your journey management planning using this form.

Complete the Form
 Complete the Journey Management Planning Form, ensuring that you check the road and weather reports.

Save to SharePoint
 Click the Save icon to save your file using the following format: Name_Date, e.g., JMM04_Mar2019

Email to Your Leader
 Click the Email icon to open an email with your Journey Management Planning Form attached. Send it to your Supervisor and Alternate Contact.

Print & Post on Your Door
 Click the Print icon to print your Journey Management Planning Form. Then, post it on your office door.

Journey Overview

NAME **CONTACT INFORMATION** (HOW CAN YOU BE REACHED WHILE TRAVELLING, INCLUDE ALTERNATE CONTACT METHODS OR NUMBERS IF AVAILABLE - E.G. MOBILE PHONE, SATELLITE PHONE, RADIO?)

REASON FOR TRAVEL **SPEED LIMITS YOU WILL ENCOUNTER**
 30 km/h
 50 km/h
 70 km/h
 80 km/h
 100 km/h
 110 km/h

PLANNED ROUTE OF TRAVEL **SPECIAL PRECAUTIONS TO BE TAKEN**

TIME OF DEPARTURE

DRIVER	PASSENGER #1	PASSENGER #2	PASSENGER #3
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

PHONE **ALTERNATE CONTACT FOR CALL-IN CENTRE CHECK-IN (NAME AND CONTACT INFO)** **ALTERNATE'S CONTACT NUMBER**

When
 FROM (YYYYMMDD) TO (YYYYMMDD) LENGTH OF STAY (IN DAYS)

Travel Segments

DESTINATION	ESTIMATED DISTANCE (KM)	ESTIMATED ARRIVAL TIME	REST	ESTIMATED DEPART TIME	VEHICLE DESCRIPTION/MODE OF TRAVEL
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Destination Information
 ACCOMMODATION? YES NO
 IF YES, NAME OF HOTEL

Page 1 of 7
01_2019

Journey Risk Assessment

Complete the Journey Risk Assessment as a means to identify risk for the journey and help make decisions about the practicality of travel. If conditions change while traveling, this tool can be used to re-evaluate the continuation of your journey.

NUMBER OF VEHICLES & PASSENGERS	PTS	WEATHER	www.theweathernetwork.com	PTS
1 OR MORE VEHICLES, 1 OR MORE PASSENGERS PER VEHICLE	1	BUNNY, PARTLY CLOUDY, CLOUDY WITH GOOD VISIBILITY, DRY		1
1 VEHICLE, 1 OR MORE PASSENGERS	2	WIND, INTERMEDIATE BEER		2
1 LIGHT VEHICLE, 50 PASSENGERS	3	RAIN, LIGHT RAIN, SNOW, SLEET, FOG, HAZE, HEAVY FOG, FREEZING RAIN, OR ANY ONE MORE (SEASIDE, HAWAII), TRUCK		3
DISTANCE FROM BASE	PTS	TEMPERATURE	www.theweathernetwork.com	PTS
LESS THAN 50 KM	0	TEMPERATURE ABOVE 0°C		0
LESS THAN 100 KM	1	TEMPERATURE 0 TO -1°C		1
LESS THAN 1000 KM	4	TEMPERATURE 11 TO -10°C		4
MORE THAN 1000 KM	8	TEMPERATURE BELOW -20°C		8
ROAD CONDITIONS	www.roadreports.ama.ab.ca	PTS	COMMUNICATION	PTS
NO ROAD REPORTS AVAILABLE		1	NO CELL PHONE, I.E. WITHOUT CELL COVERAGE	4
PARTIALLY PAVED ROAD (PART OF TRIP)		2	SATELLITE PHONE-RADIO, SINGLE VEHICLE	2
PARTLY PAVED ROAD (WHOLE TRIP)		3	NO COMMUNICATION, MULTIPLE VEHICLES	4
ROAD CLOSED (SINGLE USE ROAD)		HIGH-RISK	NO COMMUNICATION, SINGLE VEHICLE AND RADIO OR SATELLITE PHONE	8
DAY/NIGHT DRIVING	PTS	TRIP DURATION	PTS	
NO NIGHT DRIVING	0	1 DAY OR LESS	0	
DRIVING FROM 1 HOUR BEFORE SUNRISE OR AFTER SUNSET	4	1-2 DAYS	2	
NIGHT DRIVING ANYTHING BEYOND 1 HR BEFORE SUNRISE OR 1 HR AFTER SUNSET	10	MORE THAN 2 DAYS	4	
TOTAL SCORE				

LOW RISK (0-4) **MEDIUM RISK** (5-8) **HIGH RISK** (9-12) **INTOLERABLE (13-16)**

1-4 POINTS OR LESS: REQUIRES SUPERVISOR APPROVAL OR IS CONSIDERED ACCEPTABLE IF TRAVELLER HAS PRE-APPROVED TRAVEL AUTHORIZATION.
 5-8 POINTS: REQUIRES SUPERVISOR APPROVAL.
 9-12 POINTS: REQUIRES SUPERVISOR APPROVAL, CONSIDER CANCELLED TRIP IF NOT CRITICAL.
 13-16 POINTS: REQUIRES SUPERVISOR APPROVAL, CONSIDER CANCELLED TRIP OR ALTERING TRAVEL PLANS.

Traveller Approval

DID YOUR SUPERVISOR APPROVE YOUR JOURNEY? YES NO **DO YOU AGREE TO USE THE CALL CENTRE CHECK-IN PROCEDURE?** (SEE BELOW) YES NO

REPSOL JMP CALL-IN CENTRE CHECK-IN

- When you are ready to depart, call 1-888-606-5276 and give the Repsol JMP Call-in Center your Name, Destination, Departure Time and the name of your Alternate Contact.
- Check in with the Repsol JMP Call-in Center every 2 hours, by calling 1-888-606-5276 or if safe to do so, pull over and answer the Call-in Center's call back to you.
- If you do not call check in with the Repsol JMP Call-in Center every 2 hours, the Call-in Center will call your Alternate Contact.
- For more details on the JMP procedure, refer to the next page.

Pre-Journey Preparation

Complete the Checklist prior to discussion with Supervisor. Ensure that the following topics are covered in a discussion with your Supervisor:

- Repsol Safety Orientation is complete
- Driver Training is complete
- Driver's License current and valid
- Driver is physically and mentally fit
- Journey risk assessment with potential hazards and reporting requirements discussed
- Vehicle has been inspected using the CBU Vehicle Checklist
- Between October 1 and March 31 bring appropriate winter clothing and travel with a vehicle safety kit (taken from safe department if meeting or contact local safety coordinator if you do not have one)
- Pre-trip briefing with all passengers

Why is Journey Management Planning so important?
 The safety of our workers is of the utmost importance. The Journey Management Planning (JMP) process is important because it prompts the traveler to think about whether it is safe or necessary to travel. Before deciding to travel consider the following elements that may impact driving: weather conditions, road conditions, driving distances / times, management of fatigue, avoiding travel at night (2am - 5am), planning to take a rest(s) and allowing time for unexpected delays. Considering alternatives to traveling when road conditions are poor prior to departure, not as you encounter the conditions while driving.

For more information contact Cameron McDowell, Safety and Emergency Response Specialist at 403-237-1622.

Page 2 of 7
01_2019

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

Appendix C: Vehicle Safety Kit Requirements

The equipment listed below should be considered depending on the Business Unit and operating area hazards identified:

1. First Aid Kit (St. John Ambulance Vehicle Kit)
2. Booster cables
3. Shovel
4. Flashlight and batteries
5. Candles
6. Matches
7. Emergency poncho
8. Emergency water bag
9. Safety vest
10. "Call Police" sign
11. "If you become stranded" information card/sheet
12. 3 Reflective Triangles
13. Puncture seal
14. Duct tape
15. Blanket
16. Gloves
17. Bungee cord
18. Flares
19. Small Tool Kit
20. Tire gauge
21. Ice scraper
22. Tow rope (20 feet (6 meter) by 2 inch (5 cm) with loop ends, min 15,000 lbs. (6803 kg) break strength)
23. Wipe cloth

*Vehicle safety kits are available through the Calgary Office S&E Team or at your local field area office

Safe Driving Standard


Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

Appendix D: Vehicle Inspection Checklist



Vehicle Inspection Checklist.docx

CBU Safe Driving Standard



Vehicle Inspection Checklist

Instructions: Complete this checklist prior to a journey when inspecting a vehicle.

LOCATION: _____ INSPECTED BY: _____ CURRENT DATE: (mm/dd/yyyy) _____

MAKE: _____ MODEL: _____ ID REGISTRATION #: _____

Vehicle Equipment Checklist			
General Items	Yes	Attention Required	Exception
1 Preventive maintenance performed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 Vehicle registration and insurance inside the vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Tool box in good condition and appropriately equipped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4 Unnecessary items removed from the truck box	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5 Items properly secured in truck box	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6 Vehicle clean and tidy – interior and exterior	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7 Towing equipment in good condition (hitch, tow strap, trailer lights, towing hooks)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>


Lights (as vehicle Lights Functioning)	Acceptable	Attention Required	Exception
8 Headlights (high/low beams)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9 Turn Signal Lights (front and rear)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10 Clearance Lights (over-cab and side lights)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11 Reverse Lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other Safety Equipment/Features	Acceptable	Attention Required	Exception
12 Emergency Warning Triangles in vehicle?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13 First Aid Kit in vehicle and fully stocked?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14 Fire extinguishers available and functional? capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15 Vehicle equipped with Roll-Over Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16 Driver and passenger seats equipped with functioning seat belts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17 Mirrors (good condition, clean and operational)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18 Windshield clear of cracks, windshield wipers working, washer fluid working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19 Horn working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20 Tracking Device	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21 Parking Brake operational	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22 Vehicle brakes functioning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Tires	Acceptable	Attention Required	Exception
23 Good condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24 Wheel studs – are they tight and is there a full complement for the wheels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
25 Fit for planned journey? (weather and terrain)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26 Spare – is it in good condition and properly stored?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27 The Carjack and wheel lug wrench are available, functioning and stored correctly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Vehicle Inspection Checklist_FORN
March 2019

CBU Safe Driving Standard



Vehicle Equipment Exceptions

Any functional vehicle or vehicle equipment created must be explained here

Emergency Preparedness			Yes	No
1 Has the Journey Management Plan been completed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 Is the First Aid Kit safely secured and within arms reach of the driver?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Driving Behaviours			Yes	No
1 Passengers and cargo properly separated	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 Driver received specialized training	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Mirrors adjusted correctly for the driver (side and rear view)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4 Driver enforces use of seat belts and complies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

COMMENTS

Vehicle Inspection Checklist_FORN
March 2019

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

Appendix E: Additional Driving Program Resources

The following websites provide additional tools to assist in the application and implementation of this Standard, as well as in the development of additional requirements that minimize the risks associated with the use of motor vehicles.

- Alberta OHS Resources – Hazard Assessment for Driving: <http://work.alberta.ca/elearning/roadsafety/HazardAssessmentForDriving.html>
- Alberta OH&S Code, Part 19 – Mobile Powered Equipment <https://www.alberta.ca/ohs-act-regulation-code.aspx>
- BC Road Safety At Work: <http://www.roadsafetyatwork.ca/>
- Fatigue Management Information – North American Fatigue Management Program: <http://www.nafmp.org/>
- Journey Management Program Information: <http://www.safetyrisk.net/journey-safety-and-risk-management-plans/>
- National Safety Council <https://www.nsc.org/road-safety>
- Pipeline Hazardous Materials Safety Administration: <http://www.phmsa.dot.gov/>
- Transport Canada TDGR: <http://www.tc.gc.ca/eng/tdg/safety-menu.htm>
- US DOT Federal Motor Carrier Safety Administration: <http://www.fmcsa.dot.gov/>
- US DOT Federal Highway Administration - Safety: <http://safety.fhwa.dot.gov/>

Safe Driving Standard

Type: Standard	Scope: Canadian Business Unit	Code: 00-00255ST
Owner: Senior CBU, S&E		Revision: 2.0

Approval, Validity and Revisions

Validity

This document is valid as of April 30, 2019.

Revoked Regulation

- NAO-HSEOI-PRA-10-05 (*Talisman Legacy document*)

General and Temporary Provisions

Not applicable.

Revision history

Revision	Date	Description
2.0	February 2019	Rewritten to comply with legislative and Repsol standards and rebranded.
1.2	August 2010	Talisman Legacy document from TOMS (HSE Management System)

Approval

Revision 2.0 approved by:

Original signed by:

Ian Hudson, Senior Manager, Safety, Environment,
Regulatory Compliance, Remediation & Reclamation

April 18, 2019

Original signed by:

Peter Medlam,
Canada Business Unit Director

April 30, 2019