

## Safety

**W**orkers on the project's oil rigs added another year to their industry leading safety record in 2009. In the nine years since drilling began, none of the hundreds of workers on drilling rigs, completion rigs, mobile rigs and their support teams has had a lost time accident.

- Thus, the project's rig-related workers have operated safely with no major accidents for 31.7 million work hours, even though their work involves more risk than any other category of work in the oil industry.
- Rig-related workers achieved an overall accident rate of 0.71 recordable incidents per 200,000 work hours in 2009, taking into account even the smallest accidents. That record ranks far better than the industry average rate of 1.23 (International Association of Drilling Contractors).

### Rig Safety: Working Up at the Top on Rig 292

This derrick man (right) performs a routine task on the project's oil rigs. Working 75 feet above the ground (seen from below on the deck of the rig) he slings a cable out to capture a pipe as it is lifted out of the well during a well renovation procedure. He then pulls it into the comb-like rack at the top of the rig for retrieval when the pipe will be sent back down the hole. As the photograph shows, the worker wears a safety harness and other safety gear to protect him. A team culture of safety and rigorous safety procedures have kept this worker and his colleagues (below) safe as the project's rig-related workers collectively compiled a record of nine years without a major injury accident.



## Rig Safety: Building a Culture of Safety



A full time safety coordinator (left foreground) works on each of the project's rigs, one factor contributing to the safe workplace records achieved by the workers in rig-related occupations. The safety coordinator provides support by, among other things, training the crews in safe work practices. As this safety coordinator would put it, he helps make safety a part of the work place culture.

Freddie Els, Safety Training Coordinator: *"It takes time here to get the safety culture to be part of their life. We do the information first, and we keep at it until it becomes habit. I observe and train, but we all know it's everybody's responsibility. Anybody on this project from a cleaner to a vice president of the company has the right to stop the job at any time. We give them permission, and they know they won't get in trouble for stopping work. Like yesterday, we had several stop work cards for little things, a clamp, a bolt, an adjustment. We're a team, a family, all looking out for each other."*



Third Party Vehicle Accidents

Sadly, two project-related road accidents in the second half of 2009 resulted in two fatalities.

*9 November:* A chartered convoy was passing through southern Chad on its way from Ngaoundere, Cameroon, to Komé. As the convoy was transiting Lolo village, a rear tire on one of the trucks came off the wheel. The loose tire hit a passing bicyclist. The cyclist was taken to the hospital at nearby Moundou for medical care but did not survive.

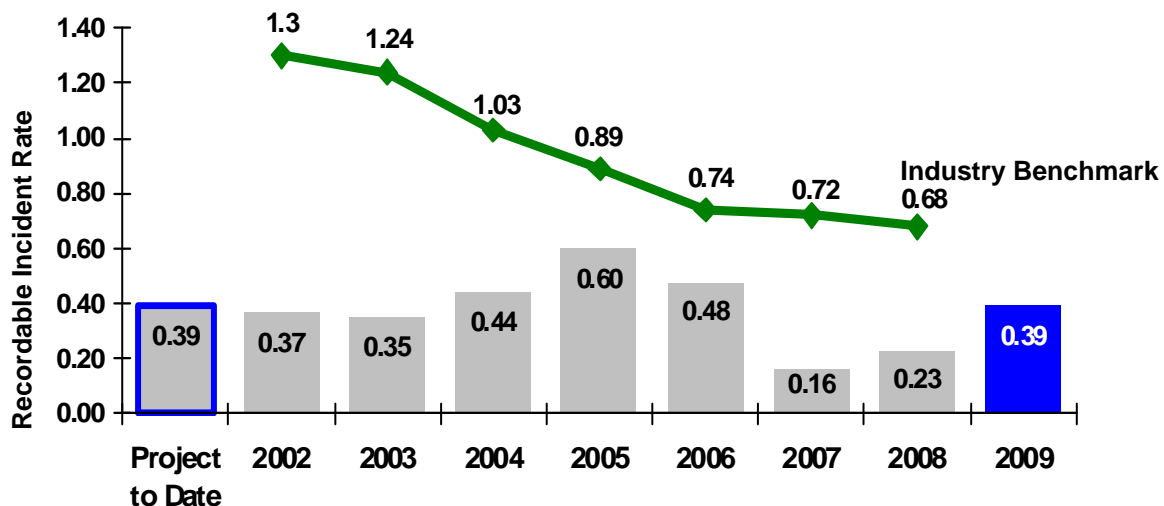
*21 November:* A vehicle not involved with the project struck from the side a truck in a convoy as the convoy passed through Yaoundé, Cameroon. An occupant of the third party vehicle was fatally injured.

Under U.S. Occupational Safety and Health Administration (OSHA) guidelines these tragic accidents were not recordable as workplace accidents. However, as with all major accidents, they have been stewarded through a full investigation and a set of action steps to prevent future occurrences.

- Convoy safety procedures were reinforced with the logistics contractor and drivers.
- Defensive driving training was provided to all drivers participating in truck convoys.
- In the case of Yaoundé, given the risks of moving through traffic in a large city, police escorts are being requested as a traffic safety measure for convoys crossing the city.

Safety Statistics

◀ Recordable Incident Rate — Below Industry Benchmarks (Total Recordable Incidents per 200,000 Work Hours)



The Recordable Incident Rate measures overall safety performance by capturing even minor injury accidents. Although the rate did not improve in 2009, project workers kept their historically low Recordable Incident Rate at a level well below the average rate of the petroleum industry as a whole. The 2009 rate of 0.39 incidents per 200,000 working hours is nearly two times better than the latest available U.S. petroleum industry average of 0.68 (based on reports from participating companies to the American Petroleum Institute).

◀ On-the-Job Injuries (OSHA Reportables)

	1st Qtr 2009	2nd Qtr 2009	3rd Qtr 2009	4th Qtr 2009	Last 12 Months	Project (Since 2000)
Fatalities	0	0	0	0	0	4
Lost Time	4	0	0	0	4	27
Restricted Work	0	1	1	6	8	138
Medical Treatment Required	10	8	2	5	25	284
First Aid Cases	29	16	23	19	87	2664
<b>Worker Hours (thousands)</b>	4686	4831	4686	4592	18796	233962

**Trend Analysis**

Recordable Incident Rate	0.60	0.37	0.13	0.48	0.39	0.39
Lost Time Incident Rate	0.17	0.00	0.00	0.00	0.04	0.02

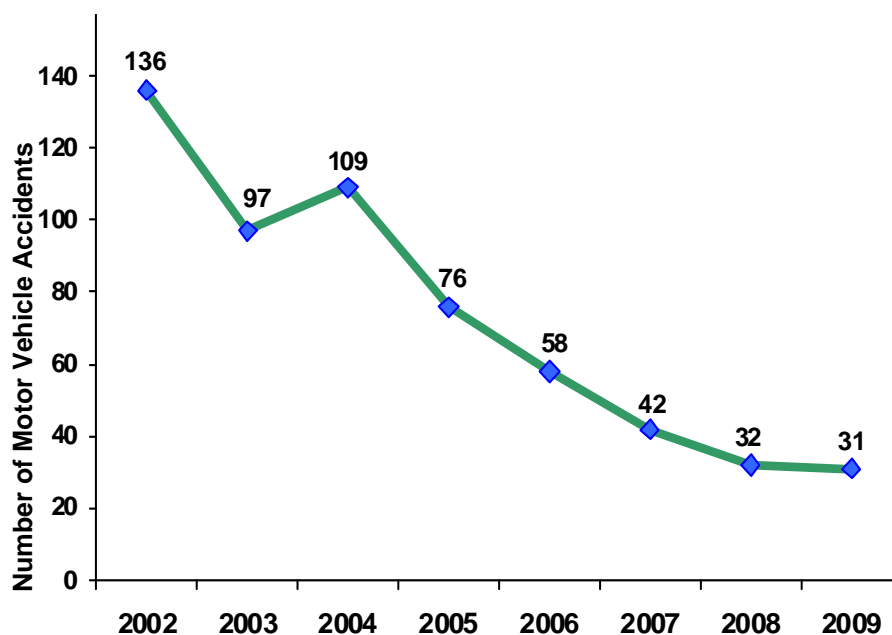
*These project safety statistics are for EEPCI, TOTCO, COTCO, other affiliates working for the project and their respective contractors. They include incidents involving a location, property or activities owned, controlled or supervised by those entities.*

◀ Traffic Safety Tally

	1st Qtr 2009	2nd Qtr 2009	3rd Qtr 2009	4th Qtr 2009	Last 12 Months	Project (Since 2000)
Traffic Accidents	8	6	11	6	31	859

*Includes all project vehicle traffic incidents, including those not recordable under OSHA guidelines. The total includes minor and major vehicle damage accidents plus injury accidents, including non-recordable .*

◀ Traffic Accident Count



The project's annual vehicle accident count has been cut dramatically over the last seven years. The count of 31 for the last four quarters is a reduction to less than one-fourth the annual level in 2002 during the construction phase. It also holds steady with the record for the previous year even though the work activity, as measured by total work hours, increased in 2009.

Context:  
Standards for  
Safety Reporting

Measuring Safety Performance

The tabulation and statistical analysis of accident reports plays a crucial role in accident prevention efforts for large industrial projects like the Chad/Cameroon Development Project.

- Like many other companies, ExxonMobil has selected the widely recognized OSHA guidelines as a standard for measuring safety performance worldwide. Thus, statistics from the project can be compared to those from other locations.
- OSHA guidelines are also widely used by many other oil companies and a number of similar industries, thus providing a further source of benchmarks for measuring the project's safety performance.

In addition to worldwide application of the stringent OSHA guidelines, Esso also complies with all local requirements for compiling and reporting accidents and accident statistics that may be in force in the countries where it operates. However, the governments of Chad and Cameroon have not adopted any detailed standards for accident recording and reporting.

Transparency of Results

Accident reporting by the project in Chad and Cameroon is consistent with, and in some cases superior to, transparency practices followed in most industrialized nations.

- All major accidents, including ones that fall outside the OSHA accident reporting guidelines, are immediately reported to local authorities for investigation. Local law enforcement authorities generally are on the scene shortly after a major accident, and the project cooperates fully in all police investigations. Thus, the project's reporting of accidents is much the same as in the United States and many other countries, where police, fire or other emergency agencies are called to major accident scenes.
- In addition, the project's OSHA-based safety performance statistics are published in these Project Update reports. As indicated in the Preface, the reports are posted on the Internet ([www.essochad.com](http://www.essochad.com)) and hundreds of printed copies are distributed to a wide array of stakeholders, including NGOs, in the two host countries and in the international community.