

Safety

The project achieved an improvement in its safety performance in the first half of 2010, cutting the key indicator called the Recordable Incident Rate to one-third of last year's level. Project managers credit the improvement to a new safety initiative — a reaffirmation of the project's commitment to a safe workplace in which each worker made a formal pledge for personal safety.

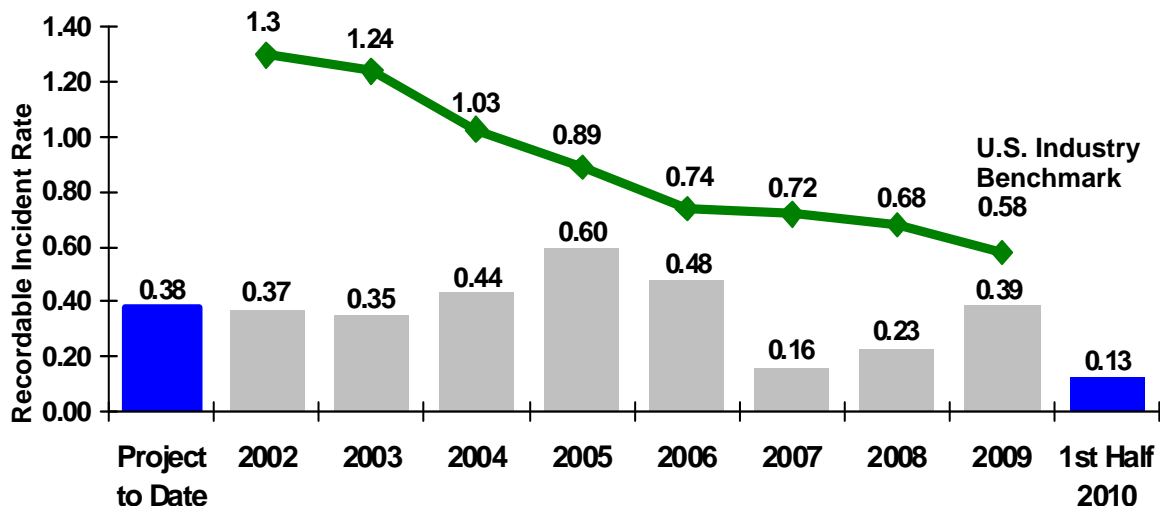
A Personal Commitment to Safety



The personal commitment to safety program recognizes that human factors form the foundation of safety, with the commitments of each individual adding up to an organization-wide culture of safety. Across all the project work sites — in offices, on doors and bulletin boards, in windows — workers have posted their safety pledges. Every project worker has written a pledge and signed it, making a personal commitment to safety. Many pledges include pictures of family and make commitments to carry home their safe work practices.

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. Thus far in 2010, the project workers achieved a dramatic improvement in the rate. The project's Recordable Incident Rate has for years been well below the average rate of the petroleum industry as a whole and the industry rate is more than four times the project's accident rate so far in 2010. The rate measures recordable incidents per 200,000 working hours and the industry benchmark for the U.S. petroleum industry comes from reports to the American Petroleum Institute by participating companies.

◀ On-the-Job Injuries (OSHA Reportables)

	3rd Qtr 2009	4th Qtr 2009	1st Qtr 2010	2nd Qtr 2010	Last 12 Months	Project Since 2000
Fatalities	0	0	0	0	0	4
Lost Time	0	0	0	0	0	27
Restricted Work	1	6	0	1	8	139
Medical Treatment Required	2	5	2	3	12	289
First Aid Cases	23	19	15	24	81	2,703
Worker Hours (thousands)	4,686	4,592	4,460	4,482	18,220	242,904

Trend Analysis

Recordable Incident Rate	0.13	0.48	0.09	0.18	0.22	0.38
Lost Time Incident Rate	0.00	0.00	0.00	0.00	0.00	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

	3rd Qtr 2009	4th Qtr 2009	1st Qtr 2010	2nd Qtr 2010	Last 12 Months	Project Since 2000
Traffic Accidents	11	6	6	9	32	874

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-recordables.

Safety Processes: Job Safety Analysis & Confined Spaces



Every task at the project is preceded by a safety risk assessment process called a Job Safety Analysis or JSA. For example, before an oil spill exercise (top) the emergency team met to go over a six page JSA, listing risks and mitigations. Often, the JSA leads to a specialized safety procedure such as this situation (bottom) involving work in a tank at the Marine Terminal, where a meticulous confined space procedure requires methodical monitoring and accountability of who is in or out of the tank.

Safety Processes: Air Transportation



The project makes extensive use of aircraft to move personnel across the hundreds of kilometers of the oilfields and pipeline. An array of safety processes have helped keep the aircraft program accident free for the entire history of the project. Helicopters transport personnel to and from the heliport (top left) at the offshore Marine Terminal. Just like a commercial flight, passengers receive mandatory safety briefings before flights, along with a booklet of safety procedures for anyone arriving on board the Marine Terminal vessel. Every project aircraft has two engines and two pilots (middle right) for an extra margin of safety. Passengers wear life vests because it is a flight over water and ear protection against the helicopter noise. During the landing a fire monitor stands guard (bottom right) just in case of an incident.

One Year Accident Free: The Reward



The teams that work on Rig 292 achieved a major safety milestone in June. They worked for more than a year without an accident of any kind, not even a minor first aid case. In celebration, the project brought a barbecue to their work site and shut down the rig for a lunch break to congratulate them.

Acknowledgements like this, rewards for safety performance that instill pride in the accomplishment, help build a culture of safety.



Madjitelem Djindiguedji, Assistant Electrician, Rig 292: “We are really proud because it has been done by following the safety procedures. Evaluating risk before starting work. Standard operating practices. No shortcuts. I have a wife and two children and that’s why safety is so necessary. I left home safely and I want to come home safely.”

Netoumbaye Djimtolabaye, Forklift Operator, Rig 292: “Our secret to our safety record is applying the concepts we have learned. Before starting work we assess risk. We communicate as a team and if we see a problem we step back, stop work and thinking about the situation before an accident can happen. Anyone can stop the work for safety. We must go slowly because making a mistake can get somebody hurt.”



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 U. S. Occupational Safety and Health Administration (OSHA) guidelines as a standard for measuring safety performance worldwide. Thus, statistics from the project can be compared with those from other company locations.
- OSHA guidelines are also widely used by many other oil companies and a number of similar industries, thus providing additional benchmarks that can help measure the project's safety performance.

In addition to worldwide application of the stringent OSHA guidelines, Esso also complies with any local requirements for compiling and reporting accidents and accident statistics that may be in force in the countries where it operates. Therefore, the project maintains and analyzes an extensive range of safety statistics, even though the governments of Chad and Cameroon have not yet adopted detailed safety standards similar to those found in industrialized nations.

Transparency of Results

Immediate accident reporting by the project to authorities 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) and hundreds of printed copies are distributed to a wide array of stakeholders, including NGOs, the two host countries, as well as the international community.