

Driver Struck By Falling Wall

WHAT HAPPENED

The Independent Haulage Contractor Driver (IHC) was delivering the 4th load of concrete to a cash sale customer. The material was being used to construct a concrete slab, which was enclosed by a double height course of concrete blocks and a top course of tapered house bricks.

He had finished discharging the load and was preparing to wash down his truck chutes into an adjacent area of the slab as directed, when the concrete block wall collapsed and fell against his leg, knocking him over, trapping his right leg and causing him to knock his head against his truck's access ladder. The IHC was not wearing a hard hat.

The wall had collapsed in time with the raking motion of the site person who was leveling the slab. The IHC sustained a cut to his forehead, minor concrete burns to his arm and a more serious cut to his right shin which meant he was detained in hospital for 5 days and required a skin graft.

The production area had previously remained 7 years lost time injury free. Unfortunately the IHC's contract was terminated after 44 years with the business as a result of his failure to follow relevant safety procedures.



Scene of Incident

LEARNING POINTS / ACTIONS TAKEN

- The driver was not wearing his safety helmet whilst on site. Do all employees and contractors on site comply with company minimum personal protective equipment (PPE) standards? Are checks made during induction and site tours?
- No checks had been made to ensure drivers were complying with company standards or the customer site rules for the contract. Indeed there did not appear to be any communication between the site and plant and/or drivers regarding site conditions? Are post delivery service audits undertaken that include reference to IHC site safety?
- The driver had previously been trained in MYSPACE and had attended this year's back to work training. Are there systems in place to ensure that drivers attend training sessions and receive refresher training at appropriate intervals?
- The driver considered the wall construction as suspect but had still put himself between his truck

and the wall. Are drivers aware that they must report unsafe conditions and behaviours immediately? Do they consider their colleagues delivering to the same site? Is the near miss / hazard alert card system used by all personnel, including drivers? (MYSPACE is an initiative to encourage drivers to undertake a dynamic risk assessment, considering who/what can enter the area around their vehicle and the resulting risks).



Spillage when wall collapsed

LOCATION:
ACTIVITY:
SUB ACTIVITY:

CONCRETE PRODUCTS PLANT
TRANSPORT & LOGISTICS / DELIVERY
MOBILE PLANT

ALERT STATUS: Normal
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