Fatal 3 - TRANSPORT - Employee driver falls exiting cab and injures leg

WHAT HAPPENED

An employee cement tanker night driver loaded his vehicle and proceeded to the weighbridge. He stopped the vehicle too close to the weighbridge platform and, as a result, the cab door wouldn't open fully as the underside was catching on the platform.



Rather than repositioning the vehicle, he attempted to exit the cab forwards and fell / slipped onto the gantry, causing a graze to his leg. The Driver continued with his night shift, not reporting the incident until he arrived at the customer's site. Unfortunately, the driver was absent from work as a result of his injury. The image shows the injury sustained.



KEY FINDINGS

Workplace layout - The cabs of the new fleet of Volvos are lower, to aid better vision of vulnerable road users, and therefore the doors were catching on the walkway platform.

Safe system of work - Drivers were informed to position their vehicles slightly further away from the platform so the doors wouldn't catch and they could safely access / egress.

Get a grip - Due to the cab door hitting the platform, the driver could not exit the vehicle backwards holding onto the grab handles and chose to step out forwards.

Incident reporting - The driver should have reported the incident immediately to the Weighbridge or Night Shift Manager in accordance with the reporting protocol.

LEARNING POINTS / ACTIONS TAKEN

HOW COULD THIS HAVE BEEN AVOIDED

- Review processes to eliminate or reduce the need for drivers to leave their cabs; in this case the site is in a port and port security require the despatch ticket to be stamped with a pass in the weighbridge office.
- As previously instructed, the driver should have repositioned the vehicle when he realised he couldn't open the door fully, enabling him to get out backwards, using both grabrails, giving him 3 points of contact.
- Assess whether any modifications could have been carried out to the platform to overcome the restriction with the doors on the new vehicles.

KEY REVIEW POINTS

- Can systems be revised to minimise the need for drivers to get in / out of their vehicles?
- Where there is a significant change to people, plant or processes, do we have a management of change procedure to reassess the risks and controls?
- Are incident reporting protocols periodically reinforced?

LOCATION:	**CEMENT PLANT**	**ALERT STATUS:**	**Normal**
ACTIVITY:	**ACCESS & EGRESS & WORKING AT HEIGHT**	**DATE ISSUED:**	**20/03/2024 14:02:20**
SUB ACTIVITY:	**N/A**	**INCIDENT No:**	**03701**