



SAFETY ALERT # 21



May 21, 2007

In the interest of keeping everyone safe CAMSAFETY will be sharing injury information with preliminary root cause analysis. This information is intended to make you think not assess blame. If you have an incident that you would like to share send us the information and we will pass it along.

FALLING MATERIAL CAUSES SEPARATE FATALITIES

What Happened

Two recent incidents point out the importance of being diligent when unloading material from delivery trucks. The first, a “farming” accident that relates to construction, and the other that occurred on a bridge project in Quebec. In both incidents the victims were releasing binding straps on two very different types of loads. The first involved a 62-year-old truck driver delivering large bundles of hay, when he released the binding straps the load shifted and fell on him. Each bale was 3’ x 3’ x 8’ and weighed 500 – 600 pounds each. They were stacked five bales high and 3 across on a flat bed trailer. In the second incident two workers were killed and three injured when a 2 ton pipe rolled off of a truck on a bridge project in Quebec. Workers were unloading the truck, they had untied several binding straps securing the load in place when the pipe rolled off the truck pinning the two workers to the ground. The victims in this incident were 17 and 35 year old men. The three injured sustained non life threatening injuries. A crane had to be used to remove the pipe.



Quebec Accident



Farming Accident

Prevention: (recommendations from the Michigan Facility Assessment and Control Evaluation)

1. Ensure cargo, subject to motor vehicle cargo securement rules, is appropriately secured in a manner to meet or exceed these requirements
2. Develop a cargo securement assessment protocol upon arrival at the destination and develop unloading procedures specific to shifted loads during transportation, such as additional means of load support prior to unloading
3. Develop a pre-task-analysis for loading/unloading of equipment and materials.
4. Train and ensure that the individual loading trailer check for irregularly sized materials and, if found, modify the loading procedure to accommodate such materials.
5. Ensure that all loads conform to the Michigan Motor Vehicle Code and Federal Motor Carrier Safety Act for cargo transport width and height requirements

Special thanks to the Michigan Facility Assessment and Control Evaluation (MIFACE - <http://oem.msu.edu/>) Program and CTV Television in Quebec, Canada.