

Fatal Injury on a Major Contractor’s Site – Plant Interface



Outline of Incident

A working supervisor has recently received fatal injuries following an accident on a major contractor’s site.

The incident involved a 14t wheeled excavator that had been refuelling from a static bunded “fuel” tank.

It is believed that the plant operator, having completed refuelling, slewed the cab 180 degrees to drive back to his workplace and the supervisor was trapped between the counterweight at the back of the machine and the fuel tank.

Outcome

The incident is currently under investigation by the HSE and the findings of investigation are yet to be confirmed; however, following the news of such a tragic event, Galliford Try project’s should immediately review their planning to ensure that:

- Their plant/pedestrian traffic plan is sufficient to ensure that people and plant interface has been reduced to a minimum and that suitable segregation is in place.
- All activities involving plant, including refuelling, have been risk assessed to ensure suitable and sufficient control measures are in place; and relevant people have been briefed.
- Safe areas with sufficient space have been designated for refuelling and for operators to complete their daily safety checks.
- The appointed vehicle marshals/banksman competency has been checked and they are trained, experienced and competent.
- Where necessary exclusion zones are in place and people know to only enter the zone or approach mobile plant when the item of plant is immobilised.
- All excavators are equipped with adequate visibility aids to ensure drivers can see areas where people may be at risk from the operation of the machine.
- Suitable and sufficient lighting arrangements are in place for the duration of the working period.
- Plant selected to work in confined areas has minimal tail swing

It is also recommended that all plant operatives are briefed on this incident and reminded:

- A clearance of at least 0.5m must be maintained between any part of the machine, particularly the ballast weight, and the nearest obstruction.

Hearing such news is a stark reminder of the high risk environment we work in on a daily basis and reinforces Galliford Try’s belief that our sites should be planned and operated to ensure every person returns home at the end of the day in the same condition they arrived in.

Dave Housley
Group Head of HS&S (North)

Communication Required: *(double click on box to tick action to be taken)*

Toolbox Talk Notice Board Supply Chain Review of Site Activities Information only

Actions Completed by: **Date**