



Learning Event



Loss of Control of Vehicle

Hazard

Land Transportation

led to

Unwanted Event

Loss of Control of Vehicle

Description

An articulated water truck was travelling to a rig site carrying 22,000L of treated water. Whilst rounding a bend in a 40km/h in-field dirt road, the truck rolled over onto its side. 11,000L of treated water was released from the top fill hatch. 200L of diesel was spilled from the truck's fuel tank breather.

The driver was unable to escape the cabin until assisted by another driver who arrived three minutes after the incident. The driver was transported to hospital, treated for a broken collarbone and was off work for six weeks.



Risk Event Statement

Driving above in-field speed limit, or too fast for road conditions, may result in a loss of vehicle control which could lead to asset damage, serious injury or fatality.

Habits

- ✓ Seatbelt worn.
- ✗ Driving above in-field speed limit.
- ✗ Driving too fast for road conditions.

Learnings

In-field track design was an s-bend. Water truck's initial entry speed was above the 40km/h in-field track speed limit. 'Sloshing' initiated by the s-bend, coupled with speed caused the rollover.

A duress button in the truck was not activated, increasing the emergency response time.

Considerations

- > Communicate risks of driving on in-field roads through pre-tour discussions and by encouraging drivers to share information about hazards (including s-bends) encountered in their journey.
- > Institute an IVMS reporting system to allow for in-field breaches to be communicated to positively influence driving behaviour.
- > Install audible warning alerts in vehicles for all speed areas including 40km/h zones to provide immediate feedback to drivers.
- > Include road transport scenarios in emergency response drills.
- > Implement a water management plan to optimise water truck movements. Identify hazards associated with these journeys, including those relating to the road design (e.g. s-bends).

Could this happen to you?

- > Do you talk about driving risks in your pre-tour meetings? Do you share information about hazards with your fellow drivers?
- > What is your IVMS system telling you about your driving behaviour? Are you driving to conditions and complying with in-field speed limits? Is your behaviour putting you, your vehicle and load, and others at risk?

Was this Bulletin useful?