



MAJOR INCIDENTS – CAUSES, INVESTIGATION, CONSEQUENCES & LESSONS LEARNED

ECTA Responsible Care Workshop
February 25th 2016

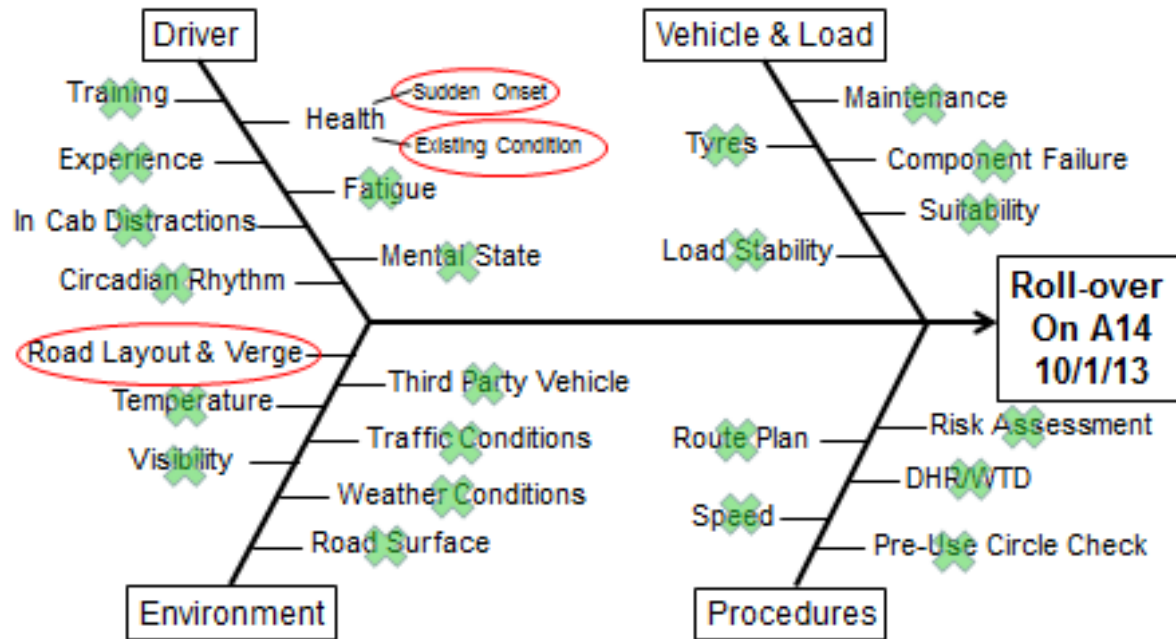
Introduction

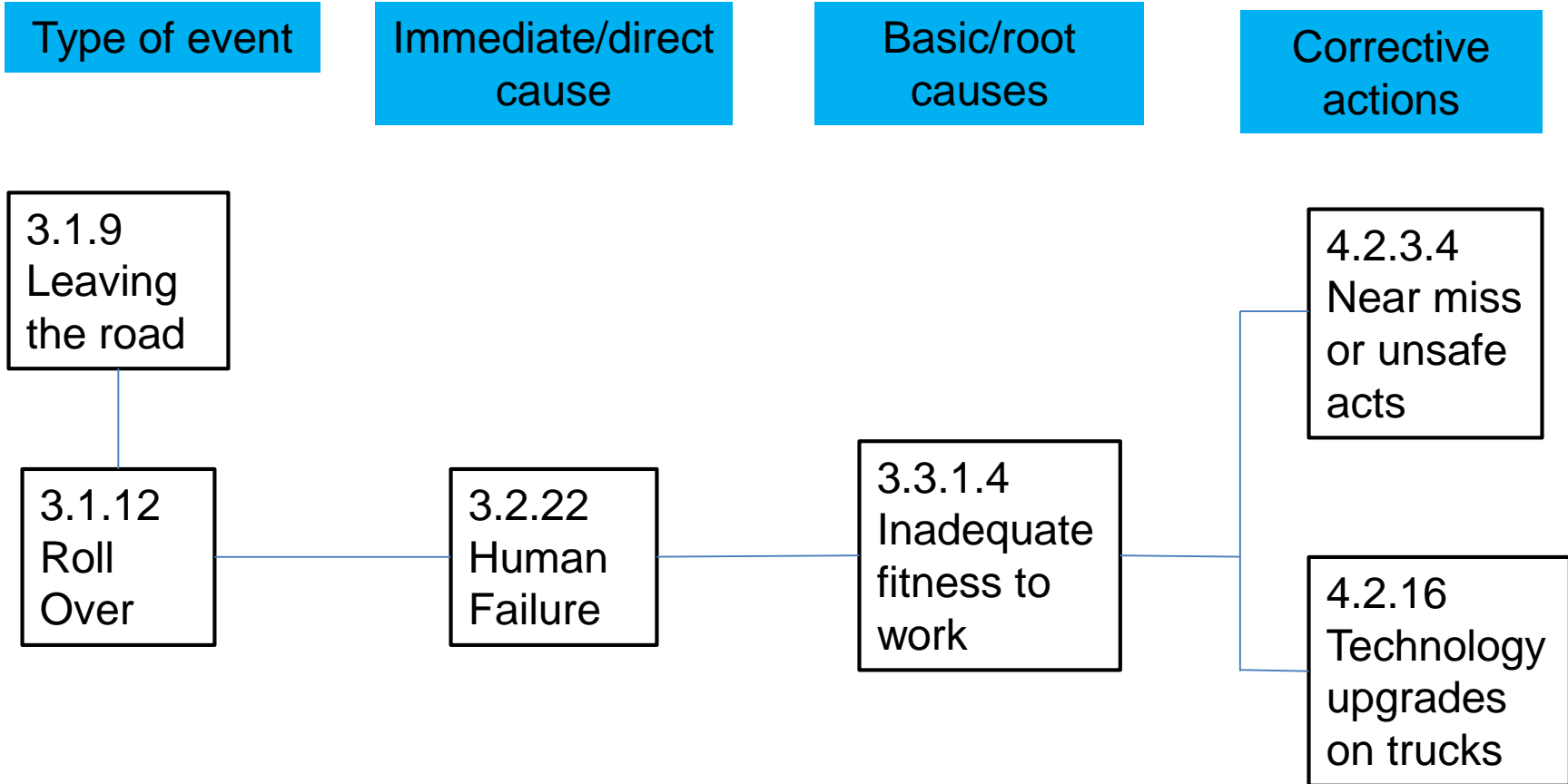
- 2 serious RTCs with high potential
- 1 unloading incident
- No one seriously injured
- Use of ECTA guidelines

- Driver on A14 at 6.20am in January with a loaded tank of bio-ethanol
- Conditions were cold, dry and foggy and there was no street lighting
- Vehicle veered off the road and up an embankment causing it to roll 270 degrees. There was no sign of braking
- The driver reported feeling ill and is thought to have fainted
- 2,200 litres of product were lost but environmental damage was minimal



Investigation Process





- Driver on M74 motorway in Scotland with a new, empty isotank
- Driving in inside lane with cruise set at 85 kph – traffic was free flowing
- Conditions were dry, cool and sunny
- At junction, traffic had backed up onto the motorway
- Driver swerved and braked but hit the rear offside of a transit van
- Both drivers had only minor injuries
- Our driver was charged with driving without due care

 **SUTTONS SAFETY FLASH**
Road traffic collision

On Tuesday one of our drivers was involved in a serious collision as he ran into the back of a van that was queuing to leave the M74 near Hamilton, South Lanarkshire. There were no serious injuries but there could easily have been fatalities.

The investigation is ongoing and the root cause is not yet known but there are a number of factors that are worth reminding you of ;

- Importance of defensive driving – maintain a safe following distance and remain alert at all times
- Avoid distractions inside and outside the cab
- Be prepared for bright sunshine which is still low in the sky at this time of year

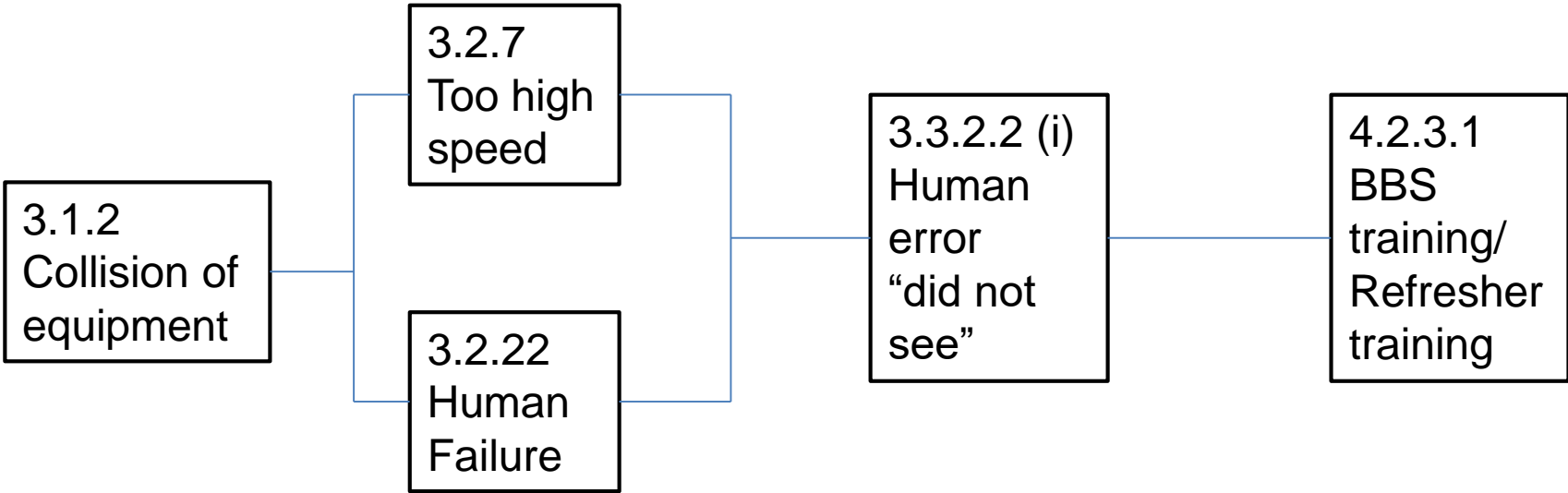


Type of event

Immediate/direct cause

Basic/root causes

Corrective actions

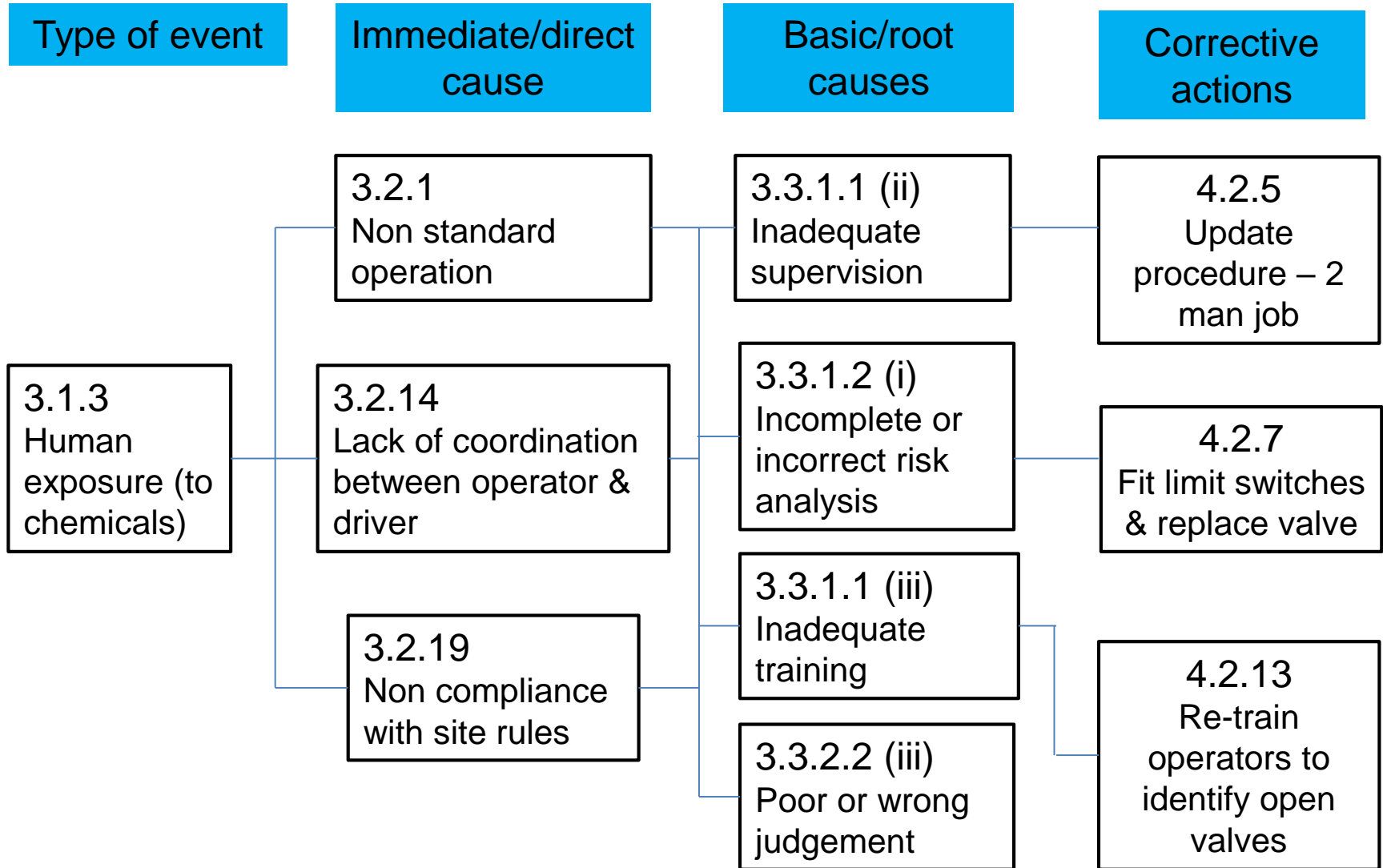


- Driver delivering chlorine to a customer in Scotland
- He was positioning his vehicle at the unloading point with his cab window down when he was exposed to chlorine gas
- Driver evacuated the area with his escape mask and was taken to hospital to be checked out.

- Plant operator had opened a valve prior to the tanker connections being made “to save time”

- Operator thought the final valve in the line was closed but it was left open after the previous delivery
- Final valve was stiff and difficult to operate
- Plant operator deliberately failed to follow the safe system of work

- Fit limit switches to indicate when valves are closed
- Update safe system of work to make it a 2 man job
- Retrain operators to be able to identify open valves
- Replace problem valve to make it easier to operate



Any questions ?