

Significant Incident Alert

Type of Incident	Truck rolled over – injury - LTI
Key Issues	Ineffective braking system
SAP Incident No	Incident ID 103758
Date & Time	Thursday, November 10, 2022 1523hrs
Location	KM114, Tabubil/Kiunga highway
Injury	Fractured tibia and fibula on right leg and de-gloving wound on left calf muscle.



DESCRIPTION

On Thursday November 10, 2022 at 1120hrs the Milum transport convoy, including Volvo prime truck VT25 and diesel fuel tanker T154 departed Kiunga for Tabubil. At about 1523hrs, the truck of VT25 lost speed control of whilst travelling downhill at km113 on Tabubil/Kiunga highway. The driver of VT25 reported the engine retarder was not working effectively and attempted to reduce speed by changing to a lower gear and applying the foot brake

Truck VT25 continued to pick up speed and caught up with Volvo truck VT36 and tanker T159 ahead of it in the convoy. Truck VT25 made contact with a road berm and then hit the rear left side of tanker T159 at KM114. Truck VT25 and tanker T154 then rolled over onto right hand side of the cabin, coming to rest ~60m from the initial point of contact with tanker T159.

The driver of truck VT25 was trapped in the cabin and sustained serious crush injuries to the lower limbs. The driver was subsequently freed from the cabin by OTML Emergency Response Team and transported to the Tabubil hospital for immediate medical management.

LESSONS

- Highway Transport is a known Major Hazard. In recognition of such OTML recently completed Major Hazard Risk Bowties studies for Highway transport. The key or critical controls associated with road design, equipment maintenance (braking systems in particular), operator competency, communications and convoy procedures require to be adequately resourced and regularly reviewed to confirm the control effectiveness to prevent recurrence.
- Maintenance Systems. The effectiveness of the OTML Workshop 1 preventative and defect elimination maintenance system is adversely impacted by inadequate supervision and competent trades personnel, as evidenced by the ineffectiveness of the braking system, incomplete maintenance records and competency training program. These are recognised deficiencies with short and medium term actions identified to address such, including outsourcing the overall maintenance responsibilities to Milum.
- Operator Training and Competency. Operator competency remains an area of focus, where Milum have implemented a formal operator training system including in cab mentoring program as part of the outsourced highway transport service.

ACTIONS

- Road Design – Prepare status update and next priorities to further improve the overall road design and maintenance, including the priority areas between km110 and km156. Present to ELT for review and discussion prior to implementation.
- Communication Assets – Trakpro, Mobile and Radio Network – OTML to undertake formal review of the overall communication network along the Tabubil to Kiunga Highway, identify all areas of concern including black spots and develop and implement rectification program as a priority. Present to ELT for review and discussion prior to implementation.
- Major Hazard Risk Bowtie Studies - facilitated workshop studies for Fatigue Management and Highway Transport, then develop action plan to implement identified new additional key controls and process to measure the effectiveness existing/new key controls sitewide. This proactive sitewide initiative by OTML, the action status will be tracked separately in INX

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