

# **Workplace Health and Safety Fatality Report**



**Worker Fatally Injured in Vehicle Incident**

**Date of Incident: March 7, 2007**

**Type of Incident: Fatality**

<b><u>TABLE OF CONTENTS</u></b>		<b><u>PAGE NUMBER</u></b>
<b>SECTION 1.0</b>	<b>DATE AND TIME OF INCIDENT</b>	<b>3</b>
<b>SECTION 2.0</b>	<b>NAME &amp; ADDRESS OF PRINCIPAL STAKEHOLDER(S)</b>	<b>3</b>
	- <b>Owner(s)</b>	
	- <b>Prime Contractor</b>	
	- <b>Employer(s)</b>	
<b>SECTION 3.0</b>	<b>DESCRIPTION OF PRINCIPAL STAKEHOLDER(S)</b>	<b>3</b>
<b>SECTION 4.0</b>	<b>LOCATION OF INCIDENT</b>	<b>3</b>
<b>SECTION 5.0</b>	<b>EQUIPMENT AND MATERIAL INVOLVED</b>	<b>4</b>
<b>SECTION 6.0</b>	<b>NARRATIVE DESCRIPTION OF INCIDENT</b>	<b>4</b>
<b>SECTION 7.0</b>	<b>ANALYSIS</b>	<b>5</b>
<b>SECTION 8.0</b>	<b>APPLICABLE LEGISLATION</b>	<b>6</b>
<b>SECTION 9.0</b>	<b>FOLLOW-UP/ACTION TAKEN</b>	<b>7</b>
<b>SECTION 10.0</b>	<b>SIGNATURES</b>	<b>7</b>
<b>SECTION 11.0</b>	<b>ATTACHMENTS</b>	<b>7</b>

**Section 1.0 DATE AND TIME OF INCIDENT**

1.1 March 7, 2007, approximately 1:45 p.m.

**Section 2.0 NAME & ADDRESS OF PRINCIPAL STAKEHOLDER(S)**

**2.1 Owner(s)**

2.1.1 West Fraser Timber Co. Ltd.  
99 West River Road, Hinton, Alberta T7V 1Y7  
West Fraser Timber Co. Ltd. is the owner of the Polecat log haul road.

**2.2 Prime Contractor**

2.2.1 Not applicable

**2.3 Employer**

2.3.1 Vision Oilfield Products Corporation  
11469-95 Avenue, Grande Prairie, Alberta T8V 5M1

**Section 3.0 DESCRIPTION OF PRINCIPAL STAKEHOLDER(S)**

3.1 West Fraser Timber Co. Ltd. is part of the West Fraser Group. The group is the third largest lumber producer in North America.

3.2 Vision Oilfield Projects Corporation provides a range of services to the oil and gas industry, including pipelining. Vision Oilfield Projects Corporation was laying pipe for Semcams, Central Alberta Midstream, working from a base at km 40 on the Polecat Road.

**Section 4.0 LOCATION OF INCIDENT**

4.1 The bridge over the Wildhay River at km 34 on the Polecat log haul road, approximately 25 km north and west of Hinton. (Attachment "A", Photographs #1, #2) (Attachment "B", Map)

**Section 5.0 EQUIPMENT AND MATERIAL INVOLVED**

## 5.1 **The Vehicle**

5.1.1 The Stringing and Lowering-in Foreman (the Foreman) was driving his personal vehicle, a 2003 Ford F250 extended cab pickup truck. (Attachment "A", Photograph #5)

## 5.2 **The Road**

5.2.1 The Polecat Log Haul Road is a graded gravel road. The road was maintained in good condition. On March 7, 2007 the temperature reached 14 degrees Celcius and the road surface was clear of snow, but wet and slick due to snow melt. The posted speed limit for the road was 80 km per hour.

## **Section 6.0 NARRATIVE DESCRIPTION OF INCIDENT**

6.1 Semcams, Central Alberta Midstream, was constructing an 8 inch (203mm) high-pressure sour gas pipeline from the Obed/Gregg Lake gas gathering system to the Grand Banks/Harley area. The total length of the pipeline was approximately 18 km.

6.2 Semcams, Central Alberta Midstream, had set up a base campsite at km 40 on the Polecat log haul road for the pipeline construction. The Foreman was hired by Vision Oilfield Projects Corporation on February 9, 2007, specifically for work on this project.

6.3 The Foreman had requested and received permission from Vision Oilfield Projects Corporation to leave the site early on March 7, 2007, in order to attend to some personal business.

6.4 On March 7, 2007 at approximately 1:30 p.m. the Foreman left the campsite at km 40, driving in his own vehicle. The Foreman was driving east on the Polecat log haul road.

6.5 At approximately 1:45 p.m. the Foreman approached a single-lane bridge crossing the Wildhay River at km 34 on the Polecat Road. At the same time a gravel truck was approaching the bridge travelling west, in the opposite direction to the Foreman's vehicle, but the gravel truck was still approximately 400 m away from the bridge. (Attachment "A", Photographs #1, #2)

6.6 At both ends of the bridge there were pull-in areas at the sides of the road to permit vehicles to stop and give way to vehicles coming from the opposite direction. There

were snow banks at the edges of the pull-ins at the west end of the bridge, that were left when the road had been plowed. Tracks showed that the Foreman's vehicle's passenger side wheels entered the snow bank on the south side of the road 26 m from the west end of the bridge. (Attachment "A", Photographs #2, #3)

- 6.7 Tracks left in the snow bank showed that the Foreman had attempted to correct his direction and return his vehicle onto the road. However, his vehicle struck the south side wall of the bridge deck and the vehicle flipped. The cab roof was crushed and collapsed onto the cab by impact with rocks on the river bank. The vehicle came to rest on its wheels in the river. The Foreman's head and upper body were hanging out of the driver's side door window. Blood and bone fragments were found on rocks 10 m east of where the vehicle had struck the bridge and 7 m below the deck level of the bridge on the west bank of the river. This indicated that the Foreman had struck his head on the rocks as the truck flipped and fell into the river, suffering fatal injuries. The river was only a few centimetres deep at the location where the truck came to rest. (Attachment "A", Photographs #2, #3, #4, #5)
- 6.8 The driver of the gravel truck was the only witness to the incident. The driver stated that he saw the Foreman's truck coming towards the bridge. The truck had started to weave before contacting the snow bank.

## **Section 7.0 ANALYSIS**

### **7.1 Direct Cause**

- 7.1.1 The Foreman was driving his personal vehicle on a log haul road, approaching a single lane bridge. The Foreman lost control of his vehicle, drove into a snow bank and then struck the side of the bridge. The vehicle flipped end over end and came to rest in the river. The Foreman struck his head on rocks at the river bank, suffering fatal injuries.

### **7.2 Contributing Factors**

- 7.2.1 The road surface was wet and slick due to a high daytime temperature and melting snow.
- 7.2.2 A log truck was approaching the bridge from the opposite direction. However, the log truck was far enough away from the bridge to permit the Foreman to cross safely without stopping.
- 7.2.3 There were no skid marks found to indicate that the Foreman had lost control of his vehicle before the vehicle struck the snow bank.
- 7.2.4 It could not be determined if the Foreman was wearing his seat belt at the time of the incident.

**Section 8.0 APPLICABLE LEGISLATION**

**8.1 Occupational Health and Safety Act, Section 2(1)(a)(i)  
Obligations of employers**

8.1.1 The Foreman was a senior and experienced worker, who was accustomed to driving on gravel roads. Vision Oilfield Projects Corporation had hired the Foreman on the basis of his experience. Vision Oilfield Projects Corporation had oriented the Foreman to their safety policies and procedures when he was hired.

**8.2 Occupational Health and Safety Act, Section 2(2)(a)  
Obligations of workers**

8.2.1 The cause of the incident was not determined. It could not be established whether the Foreman had taken reasonable care for his own safety. No other workers were involved in the incident.

**8.3 Occupational Health and Safety Code, Section 290.1(a)  
Personal Vehicle for Work Purposes**

8.3.1 Vision Oilfield Corporation had ensured that the Foreman had a valid driver's permit for the vehicle.

**8.4 Occupational Health and Safety Code, Section 290.1(b)  
Personal Vehicle for Work Purposes**

There was no evidence that the vehicle had suffered any mechanical failure that resulted in the incident.

**Section 9.0 FOLLOW-UP / ACTION TAKEN**

**9.1 Alberta Employment, Immigration & Industry**

9.1.1 Workplace Health and Safety Compliance issued an order to Vision Oilfield Projects Corporation to carry out an investigation of the incident.

9.1.2 Workplace Health and Safety Compliance issued an order to a consultant acting for West Fraser Timber Co. Ltd., requesting a copy of an investigation report carried out by the consultant for West Fraser Timber Co. Ltd.

9.2 **Industry**

9.2.1 Vision Oilfield Projects Corporation and the consultant on behalf of West Fraser Timber Co. Ltd. complied with the orders written by Workplace Health and Safety Compliance.

9.3 **Additional Measures**

9.3.1 No additional measures were required.

**Section 10.0 SIGNATURES**

Original Report Signed \_\_\_\_\_  
Investigator Date

Original Report Signed \_\_\_\_\_  
Investigator Date

Original Report Signed \_\_\_\_\_  
Manager Date

Original Report Signed \_\_\_\_\_  
Senior Manager, North Date

**Section 11.0 ATTACHMENTS**

Attachment "A" Photographs  
Attachment "B" Map



Photograph #1 Shows the bridge at Kilometre 34 on the Polecat Road, looking approximately west. The vehicles in the photograph are parked in the pull-in on the south side of the road, where the Foreman's truck hit the snow bank.





Photograph #2 Shows the bridge at Kilometre 34 on the Polecat Road, looking approximately east. Arrow "A" indicates the snow bank on the south side of the road. Arrow "B" indicates where the Foremen's truck struck the side of the bridge.



Photograph #3 Shows the track made in the snow bank by the passenger side wheels of the Foreman's truck. The tape shows the wheel track.



Photograph #4 Shows the impact mark made when the Foreman's truck struck the south side of the bridge.



Photograph #5 Shows the Foreman's truck where it came to rest in the river. Arrow indicates rocks on the west bank of the river that the vehicle impacted before it came to rest. Photograph reproduced courtesy of RCMP Hinton Detachment.

