

Occupational Health and Safety

Fatality Report

WORKER RUN OVER BY TRACTOR UNIT

Date of Incident: January 20, 2007

Type of Incident: Fatal

Alberta 

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Section 1.0 DATE AND TIME OF INCIDENT

1.1 January 20, 2007 at approximately 8:30 p.m.

Section 2.0 NAME & ADDRESS OF PRINCIPAL STAKEHOLDER(S)

2.1 Owner(s)

2.1.1 Marsulex Inc.
Hwy 15 & 119 Street
Ft. Saskatchewan, Alberta
T8L 2T2

2.2 Prime Contractor

2.2.1 Marsulex Inc.
Hwy 15 & 119 Street
Ft. Saskatchewan, Alberta
T8L 2T2

2.3 Employer

2.3.1 Marsulex Inc.
Hwy 15 & 119 Street
Ft. Saskatchewan, Alberta
T8L 2T2

2.4 Trucking Company Involved (Federal Jurisdiction)

2.4.1 Northwest Tank Lines Inc.
27465 60 Avenue
Langley, B.C.
V4W 1V9

Section 3.0 DESCRIPTION OF PRINCIPAL STAKEHOLDER(S)

3.1 Marsulex Inc. produces and provides sulphur-enhanced chemicals to industrial customers.

3.2 Northwest Tank Lines Inc. was the trucking company involved in the incident and as an interprovincial carrier they are federally regulated.

Section 4.0 LOCATION OF INCIDENT

4.1 The H₂S loading area outside northeast corner of the Marsulex Inc. facilities.

Section 5.0 EQUIPMENT AND MATERIAL INVOLVED

5.1 Truck (Attachment “A” Photograph #1)

5.1.1 2003 Peterbilt
Unit 2106
Tare 8600 kg
GVW 63500 kg

5.2 Traffic Delineators (Attachment “A” Photograph #2)

5.2.1 Orange 106.7 cm in height with hi-intensity white reflective sheeting. In the report they are referred to as pylons.

5.3 Aldon Stablizing Jack (Attachment “A” Photograph #3)

5.3.1 Model # 4013-03
Capacity 45360 kg

Section 6.0 NARRATIVE DESCRIPTION OF INCIDENT

6.1 On January 20, 2007 a truck and trailer arrived at the plant to drop off the empty trailer at the northeast corner of the facility. Driver #1 proceeded to the designated area to park the empty trailer. Operator #1 assisted with the spotting of the empty trailer.

6.2 Driver #1 and Operator #1 chocked and secured the trailer. The tractor was unhooked from the trailer and Driver #1 proceeded in a southerly direction along the east side to the front of the facility and parked the tractor.

6.3 Driver #1 and Operator #1 met in the control room and Operator #2 requested that the empty trailer be switched with another trailer in the same location at the rear of the facility. They departed the control room together and Driver #1 proceeded to the tractor and Operator #1 went to the trailer.

6.4 Driver #1 reversed the tractor from the front of the facility in a northerly direction along the east side to where the trailer was originally spotted. As Driver #1 got near the trailer he observed Operator #1 with two pylons and continued moving backwards. When Driver #1 backed in to hook up the trailer he felt that he had ran over something and moved the tractor forward.(Attachment “A” Photograph # 4)

6.5 When Driver #1 stopped and exited the tractor, he proceeded to the rear by the driver's side and discovered Operator #1 lying on the ground behind the rear passenger side of the tractor. Driver #1 immediately went to the control room and instructed Driver #2 to call for emergency medical services.

6.6 When emergency medical services arrived and assessed injured Operator #1, he was pronounced dead.

Section 7.0 ANALYSIS

7.1 Direct Cause:

7.1.1 Worker was struck and backed over by a tractor unit.

7.2 Underlying causes:

7.2.1 The worker removed the pylons prior to the trailer stabilizing jack being removed.

7.2.2 The driver continued backing up when he could not see the operator.

Section 8.0 APPLICABLE LEGISLATION

8.1 Occupational Health and Safety Act 2(2)(a) Obligations of employers, workers, etc.

8.1.1 All workers while engaged in an occupation are to take reasonable care to protect the health and safety of the worker and other workers while they are working.

Section 9.0 FOLLOW-UP / ACTION TAKEN

9.1 **Alberta Employment, Immigration and Industry**

9.1.1 The investigating officers issued an order to Marsulex Inc. to conduct an incident investigation, prepare a report and have it available for review by Workplace Health and Safety Compliance.

9.1.2 Marsulex Inc. was requested by Workplace Health and Safety Compliance to review their existing procedures for receiving H₂S trailers with all workers.

9.2 **Industry**

9.2.1 Marsulex Inc. submitted an incident investigation report to Workplace Health and Safety Compliance for review.

9.2.2 Marsulex Inc. has revised their procedure for receiving H₂S trailers and all workers are cognizant of the revisions.

9.3 **Additional Measures**

9.3.1 An investigation is also being conducted by the federal authorities.

Section 10.0 SIGNATURES

ORIGINAL REPORT SIGNED

Lead 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



Photograph #1 Front view of the tractor unit involved in the incident. The tractor was located in front of the trailer it was backing up when the incident occurred.



Photograph #2 Shows the traffic delineators that were placed on the front of the trailer on each side. The traffic delineators were removed when the stabilizing jack had been removed from underneath the front of the trailer. The stabilizing is shown in Photograph # 3.



Photograph #3 Shows the Aldon stabilizing jack that was placed underneath the front of the trailer for additional support when the trailer was detached from the tractor unit. This jack had been struck by the tractor unit and knocked over and dragged. The red arrow is directed at the drag mark.



Photograph #4 Shows the front of the trailer when they are spotted at the facility.

The procedure at the facility is to remove the stabilizing jack, then remove the pylons.

Once the pylons have been removed the tractor unit backs in to hook up the trailer.



Photograph #5 Shows a rear view of the trailer spotted at the facility.