

Worker Run Over by Pickup Truck
Type of Incident: Fatality
Date of Incident: October 14, 2010

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SECTION 1.0 DATE AND TIME OF INCIDENT

1.1 The incident occurred on October 14, 2010 at approximately 3:40 p.m.

SECTION 2.0 NAMES AND ADDRESS OF PRINCIPAL PARTIES

2.1 Owner(s)

2.1.1 Canadian Natural Resources Limited
2500, 855-2 Street
Calgary, Alberta
T2P 4J8

2.2 Prime Contractor

2.2.1 Canadian Natural Resources Limited
2500, 855-2 Street
Calgary, Alberta
T2P 4J8

2.3 Employer(s)

2.3.1 Ellen's Contracting Services Inc.
P.O. Box 501
Boyle, Alberta
T0A 0M0

2.3.2 Ken Lund Enterprises
P.O. Box 643
Boyle, Alberta
T0A 0M0

2.4 Worker(s)

2.4.1 The Chip River Operator ()

2.4.2 The Liege Gas Plant Operator 1 (i,
2008-10-10)

2.4.3 The Liege Gas Plant Operator 2 (,
2008-10-10)

SECTION 3.0 DESCRIPTION OF PRINCIPAL PARTIES

3.1 Canadian Natural Resources Limited (CNRL) is a senior independent oil and natural gas exploration, development and production company based in Calgary, Alberta. CNRL operates two remote facilities in the vicinity of the incident. These facilities are staffed by contract gas plant operators.

3.2 Ellen's Contracting Services Ltd. is a placement agency, with contract gas plant operators located at the CNRL Chip River Compressor Station (1-16-92-21 W4). The CNRL Chip River Compressor station is operated by one person per shift cycle. The operator is flown into the Liege airstrip and drives 10 km to the CNRL Chip River Compressor Station where camp accommodations are provided at the work location for the duration of the shift cycle.

3.3 Ken Lund Enterprises contracts gas plant operators to the CNRL Liege Gas Plant (03-29-92-20 W4). The CNRL Liege Gas Plant is operated by two people per shift cycle. The operators are flown into the Liege airstrip where camp accommodations are provided at the worksite for the duration of their shift cycle.

SECTION 4.0 LOCATION OF INCIDENT

4.1 The incident occurred at the CNRL Chip River Compressor Station (1-16-92-21 W4) located approximately 120 km west of Fort McMurray (Attachment A – Map).

SECTION 5.0 EQUIPMENT, MATERIAL AND OBSERVATIONS

5.1 Equipment and Material

- 5.1.1 Pickup Truck
GMC Sierra
VIN 1GTHK29K37E564803
Model K20753
(Attachment C – Photographs 2)

5.2 Observations

- 5.2.1 CNRL operates two remote facilities in the area where the incident occurred. These facilities are normally accessed by plane/helicopter with ice road access in the winter. Alberta Occupational Health and Safety Officers accessed the location via helicopter.
- 5.2.2 On the day the incident occurred there was clear visibility and the temperature was approximately 12 degrees Celsius.
- 5.2.3 Alberta Occupational Health and Safety Officers observed rutted roads in the vicinity and travel by pickup truck was very rough. However, the area where the incident occurred was not as rough and did not contain any large ruts.

SECTION 6.0 NARRATIVE DESCRIPTION OF THE INCIDENT

- 6.1 On October 14, 2010 at approximately 3:00 p.m. Liege Gas Plant Operator 1 () drove 10 km from the Liege Gas Plant (03-29-92-20W4) to Chip River Compressor Station (01-16-92-21W4) to retrieve a submersible pump required at the Liege Gas Plant.
- 6.2 The Liege Plant Operator 1 () proceeded to the main living quarters and called out to the Chip River Operator (). There was no answer. The Liege Plant Operator 1 () drove over to the tool shed to try to locate the submersible pump.
- 6.3 The Liege Plant Operator 1 () could not locate the pump in the tool shed and returned to the living quarters. Liege Operator 1 () then entered the living quarters and found the Chip River Operator ().

- 6.4 The Liege Gas Plant Operator 1 () and the Chip River Operator () then walked to the shop where the submersible pump was located. They retrieved it and loaded it into the back of the Liege Plant Operator 1's () pickup truck (GMC Sierra Vin 1GTHK29K37E564803) parked in front of the shop. (Attachment C – Photograph 2)
- 6.5 The Chip River Operator () explained that the hoses for the pump were located next to the living quarters. The Liege Gas Plant Operator 1 () requested authority to get some fuel from the bulk fuel tanks. The Chip River Operator () agreed, and then walked away from the truck in the direction of the living quarters.
- 6.6 The Liege Gas Pant Operator 1 () got in his pickup truck and backed up towards the bulk fuel tanks located approximately 20 m away, using only the driver's side mirror as a guide.
- 6.7 The Liege Gas Plant Operator () felt a bump as he struck the Chip River Operator () with his pickup truck and continued in reverse over the Chip River Operator () to the bulk fuel tanks. (Attachment C – Sketch)
- 6.8 The Liege Gas Plant Operator () stopped the pickup truck beside the bulk fuel tank and pumped some fuel into the pickup truck.
- 6.9 After refueling, the Liege Gas Plant Operator 1 () got in the pickup truck and turned the pickup truck towards the living quarters. As he started to drive he observed the Chip River Operator () lying on the ground on the driver's side of the pickup truck.
- 6.10 The Liege Gas Plant Operator 1 () stopped the pickup truck and got out to check the Chip River Operator () for vital signs. There was no response.
- 6.11 The Liege Gas Plant Operator 1 () called the CNRL Athabasca office and explained what has happened. He was told to contact STARS (Shock Trauma Air Rescue Society).
- 6.12 The Liege Gas Plant Operator 1 () contacted STARS and provided the information regarding the incident.

- 6.13 The Liege Gas Plant Operator 1 () contacted the Liege Gas Plant Operator 2 () and explained the incident and requested that the Liege Gas Plant Operator 2 () come to the CNRL Chip River Compressor Station (01-16-92-21W4).
- 6.14 The Regional Municipality of Wood Buffalo Emergency Response Team (dispatched via STARS) arrived at the CNRL Chip River Compressor Station at 5:00 p.m. The emergency response team assessed the Chip River Operator () and as he had no vital signs they concluded his injuries were fatal.

SECTION 7.0 ANALYSIS

7.1 Direct Cause

- 7.1.1 The Chip River Operator () was fatally injured when the driver struck him with the pickup truck and proceeded to back over him.

7.2 Contributing Factors

- 7.2.1 The pickup truck involved in the incident was not equipped with a back up alarm.
- 7.2.2. The Chip River Operator () was not wearing reflective clothing.

SECTION 8.0 FOLLOW-UP/ ACTION TAKEN

8.1 Alberta Employment and Immigration; Occupational Health and Safety

- 8.1.1 Alberta Occupational Health and Safety Officers attended the incident scene to commence their investigation on October 15 2010 at 10:42 a.m.
- 8.1.2 Occupational Health and Safety issued a Notice to Produce to Canadian Natural Resources Limited to conduct an investigation into the incident, prepare a report and have it available for review by Occupational Health and Safety.
- 8.1.3 Occupational Health and Safety issued a Notice to Produce to Canadian Natural Resources Limited to provide documentation.
- 8.1.4 Occupational Health and Safety issued a Notice to Produce to Ellen's Contracting Service Inc. to provide documentation.

8.2 Industry

- 8.2.1 Canadian Natural Resources Limited completed an investigation into the incident and provided a copy to Occupational Health and Safety.
- 8.2.2 Canadian Natural Resources Limited provided all requested documentation.
- 8.2.3 Ellen's Contracting Services Ltd. provided all requested documentation.
- 8.2.4 Canadian Natural Resources Limited will ensure all operators take a CNRL company driving course.
- 8.2.5 Canadian Natural Resources Limited will distribute a Safety Bulletin detailing the incident and preventative measures in place through ENFORM for Industry distribution.
- 8.2.6 Canadian Natural Resources Limited will utilize its disciplinary policy for violation of Safe Driving Policy, Vehicle Safety Procedures and requirements for Personal Protective Equipment.

8.3 Additional Measures

- 8.3.1 There are no additional measures to be taken.

SECTION 9.0 SIGNATURES

Susanne Kachur, Lead Investigator

Date

Sean Kealey, Investigator

Date

Gerry Wagner, Manager

Date

Joanne Garton, Regional Director, Central

Date

SECTION 10.0 ATTACHMENTS:

Attachment A	Map
Attachment B	Sketch
Attachment C	Photographs

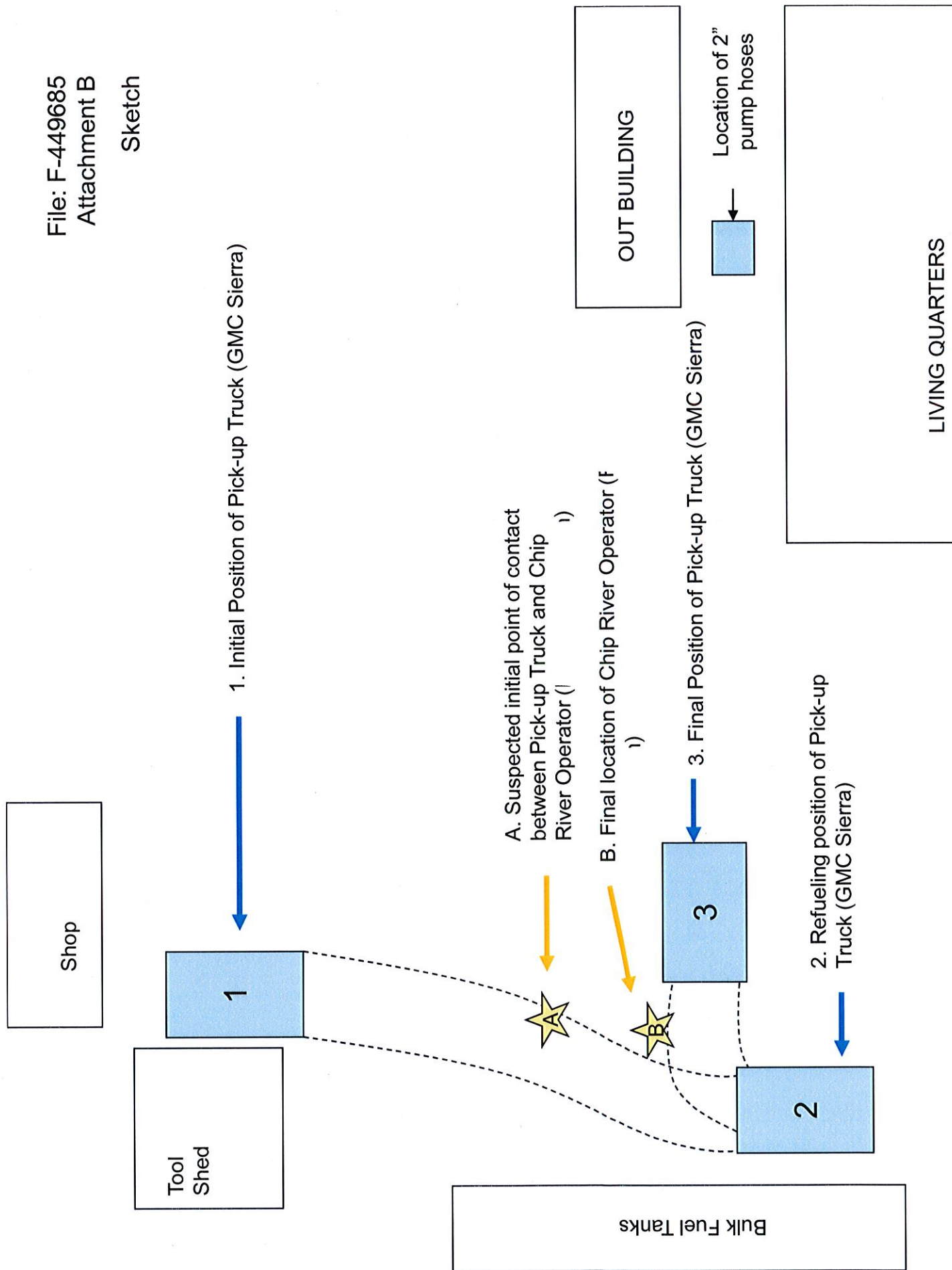


Incident Location

Chip River Compressor Station LSD 01-16-92-21 W4

Approximately 120 km west of Fort McMurray

Sketch

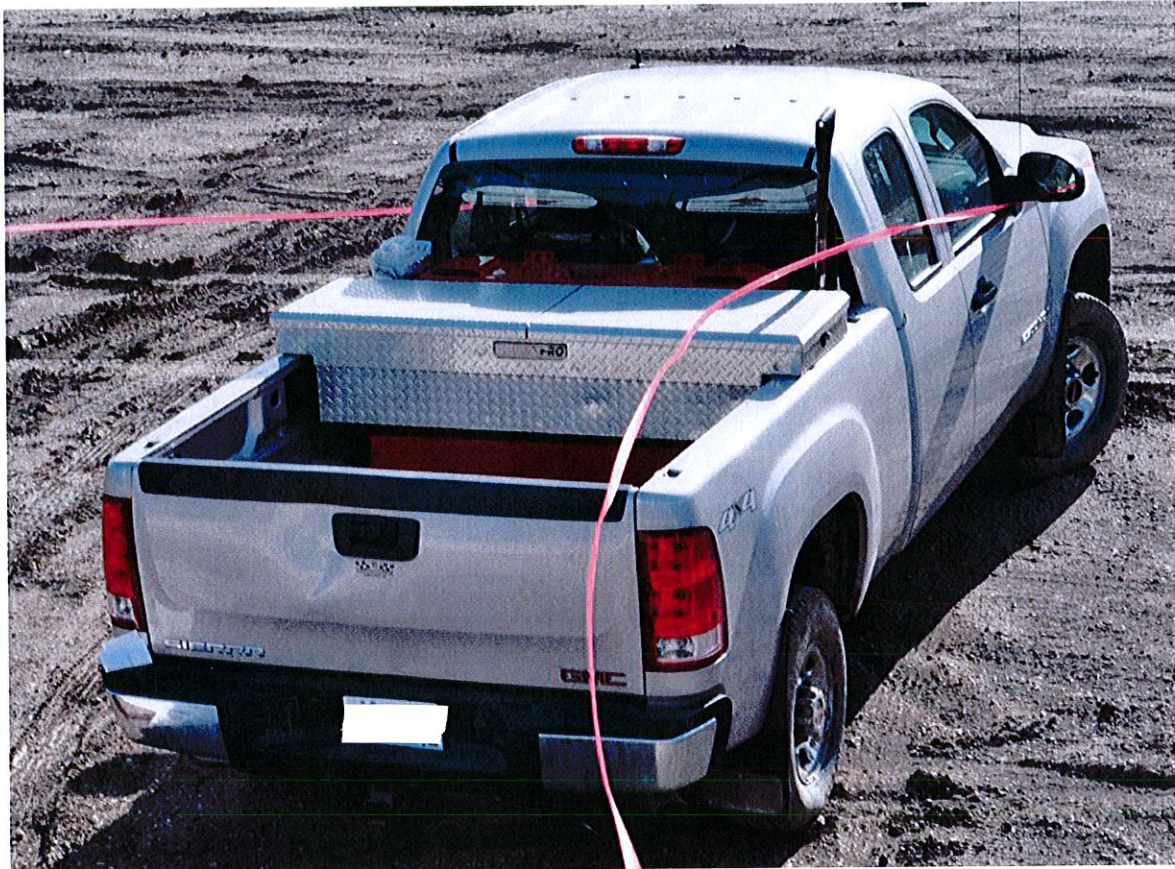




Photograph #1

Chip River Compressor Station 1-16-92-21 W4M

Incident location overview



Photograph # 2

Pick-up truck (GMS Sierra VIN 1GTHK29K37E564803) involved in incident.



Photograph #3

Bulk fuel tank used to fuel pick-up truck.