

Worker Run Over by Tractor Trailer

Type of Incident: Fatality

Date of Incident: 18 August, 2011

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SECTION 1.0 DATE AND TIME OF INCIDENT

1.1 The incident occurred on August 18, 2011 at approximately 4:10 am.

SECTION 2.0 NAME AND ADDRESS OF PRINCIPAL PARTIES

2.1 Owner

2.1.1 Loblaws Inc.
3225 12th St NE
Calgary AB

2.2 Employer

2.2.1 Western Grocers (a Division of Loblaws Inc.)
6810 40th St SE
Calgary, AB

2.3 Contractor

2.3.1 Precision Transportation Inc.
5310 27th St SE
Calgary, AB

2.4 Worker

2.4.1 (***** ***)
(* * **** * ***)
(***** **)

2.5 Other

2.5.1 Calgary Police Service Traffic Section
6528 11th St NE
Calgary, AB

SECTION 3.0 DESCRIPTION OF PRINCIPAL PARTIES

3.1 Loblaws Inc. (Loblaws) owned the site at the time of the incident. Loblaws currently has 22 Distribution Centres across Canada. Three Distribution Centres are currently located in Alberta. Loblaw Companies Limited is the parent corporation of Loblaws.

3.2 The incident site was owned by Loblaws and identified as Western Grocers. Western Grocers was a trade name and was not a legal entity. The site had 172 workers in August 2011.

- 3.3 Precision Transportation Inc. is a division of Canadian National Transportation Limited. Canadian National Transportation Limited is a federally regulated transportation company.
- 3.4 The worker (***** ***) had worked at the site for four years. He was employed as a Shipper/Receiver. He was one of three night shift workers authorized to enter the exterior loading dock and attach glad hand locks.

SECTION 4.0 LOCATION OF INCIDENT

- 4.1 The incident occurred at the receiving dock (dock) of the Western Grocers Distribution Centre located at 6810 40th St SE. (See Attachment A – Map and Attachment B – Photograph - 1)

SECTION 5.0 EQUIPMENT, MATERIAL AND OBSERVATIONS

5.1 Equipment and Material

- 5.1.1 2003 Freightliner “Classic” Tractor, (tractor) Gross Vehicle Weight of 46,500 kg, CN unit number BC64. The tractor has three axles, with approximately 43 cm between the tires of the second and third axles. The tractor is approximately 6.89 meters from the first axle to the third axle. (See Attachment B – Photographs - 2 and 3)
- 5.1.2 Tectran Glad Hand Lock, Model No. 1011LK. Glad hand locks are used to immobilize a trailer by acting as a harness around the air intake valve of the emergency brake system. The glad hand lock must be removed before the air line can be connected to release the trailer emergency brake. (See Attachment B – Photographs – 4 and 5)
- 5.1.3 53 foot Sea-Can type intermodal trailer (trailer) on a Max-Atlas chassis. The air intake valve is located on the front of the chassis. (See Attachment B – Photographs – 1 and 5)

5.2 Observations

- 5.2.1 The worker (***** ***) was not wearing a reflective vest at the time of the incident.
- 5.2.2 Weather at the time of the incident was overcast with intermittent rain. The temperature was approximately 8.5 C.
- 5.2.3 The glad hand lock on the trailer had been placed on the air line. It was not locked in position.

- 5.2.4 A second glad hand lock was found near the workers' (***** ***) right hand.
- 5.2.5 There were 11 lights attached to the dock above the doors.
- 5.2.6 There were 29 overhead doors on the dock; trailers were positioned at 18 of the doors.
- 5.2.7 The asphalt surface of the dock measured approximately 50 X 100 meters.

SECTION 6.0 NARRATIVE DESCRIPTION OF THE INCIDENT

- 6.1.1 At approximately 3:40 a.m. on August 18, a Precision Transportation Inc. tractor delivered trailer CNRU 235966 to door 21.
- 6.1.2 After positioning the trailer at door 21, witness statements indicate the tractor pulled forward approximately three to five feet and stopped, waiting to be dispatched.
- 6.1.3 At approximately 3:55 a.m., the night shift manager (***** ***) asked the worker (***** ***) to remove a glad hand lock from the trailer at door 20 and to put a glad hand lock on the trailer at door 21.
- 6.1.4 The worker (***** ***) went outside to complete the assigned tasks at approximately 4:05 a.m.
- 6.1.5 At approximately 4:10 a.m., the tractor which was located at door 21 pulled forward, running over the worker (***** ***) with the rear driver's side tires.
- 6.1.6 The tractor driver (***** ***) heard a scream as he pulled forward, stopped and got out of the tractor. He saw the worker (***** ***) on the ground between the tractor and the trailer. The back end of the tractor was approximately 4.1 meters from the front of the trailer (See Attachment B – Photograph - 6).
- 6.1.7 The driver (***** ***) asked two other drivers to call 911.
- 6.1.8 The shunt driver (***** ***) informed the receiving clerk (***** ***) that someone had been hit and to call 911. The receiving clerk (***** ***) informed the nightshift manager (***** ***) of the incident and then called 911.
- 6.1.9 The nightshift manager (***** ***) attended the scene and called 911 using the driver's (***** ***) blackberry.

- 6.1.10 Alberta Health Services Emergency Medical Services (EMS), Calgary Police Service and Calgary Fire Department attended the scene. EMS pronounced the worker (*****
*****) dead at approximately 4:27 a.m.

SECTION 7.0 ANALYSIS

7.1 Direct Cause

- 7.1.1 The worker (*****
*****) received fatal injuries when he was run over by the rear wheels of a tractor.

7.2 Contributing Factors

- 7.2.1 The tractor driver (*****
*****) stated he was not aware the worker (*****
*****) was near his tractor.
- 7.2.2 The worker (*****
*****) was wearing dark clothing and was not wearing a reflective vest. The employer's standard operating procedures required a reflective vest be worn.
- 7.2.3 After positioning the trailer at the door, witness statements indicate the tractor driver (*****
*****) pulled the tractor three to five feet away from the trailer. Western Grocers standard procedures required tractor drivers to pull forward a minimum of six feet after detaching a trailer.
- 7.2.4 The Calgary Police Service Collision Reconstruction report indicated the worker (*****
*****) stepped in between the driver's side rear dual wheels.
- 7.2.5 Weather conditions and lighting conditions may have made it difficult to see the worker (*****
*****).

SECTION 8.0 FOLLOW-UP/ ACTION TAKEN

8.1 Alberta Human Services, Occupational Health and Safety Delivery

- 8.1.1 On August 18, 2011, Occupational Health and Safety was notified of a serious incident by the Calgary 911 center. Occupational Health and Safety attended the work site and commenced an investigation.
- 8.1.2 On August 18, 2011, OHS issued a Client Contact Report to Western Grocers for the following orders:
General Safety Precautions - Vehicle Traffic Control. The employer must ensure workers on foot who are exposed to traffic wear highly visible clothing. The employer must demonstrate how they will ensure policies

regarding high visibility/reflective clothing are enforced.

General Safety Precautions – Lighting. The employer must ensure the trailer yard has adequate lighting for workers to conduct operations in a safe manner.

Powered Mobile Equipment – Dangerous Movement. The employer must ensure that workers do not come within range of a moving load or part of powered mobile equipment.

- 8.1.3 On August 18, 2011, OHS issued a Notice To Produce to Western Grocers for a copy of the employer investigation report.
- 8.1.4 On August 18, 2011, OHS issued a Notice To Produce to Western Grocers for documentation related to the incident.
- 8.1.5 On September 2, 2011, OHS received from Western Grocers documentation outlining use of highly visible/reflective clothing and enforcement of the standard procedures; movement of workers within range of a moving load or powered mobile equipment and additional lighting installation.
- 8.1.6 On June 21, 2012, OHS received the last of the requested documents.
- 8.1.7 On June 29, 2012, OHS received a copy of the employers' investigation report.
- 8.1.8 On August 23, 2012, OHS issued a Notice To Produce to Loblaws Inc. for documentation related to the incident.
- 8.1.9 On August 31, 2012, OHS received the requested information.

8.2 Industry

- 8.2.1 On August 18, 2011, Western Grocers voluntarily stopped work on the dock.
- 8.2.2 On August 18, 2011, Western Grocers started their investigation into the incident.
- 8.2.3 On August 18, 2011, Western Grocers issued a Hazard Alert regarding the incident to all of their distribution centers.
- 8.2.4 On September 2, 2011, Western Grocers provided to OHS documentation outlining use of highly visible/reflective clothing and enforcement of the standard procedures; movement of workers within range of a moving load or powered mobile equipment and additional lighting installation.

8.2.5 On June 21, 2012, Loblaws submitted the last of the requested documents.

8.2.6 On June 29, 2012, Loblaws submitted a copy of their investigation report.

8.2.7 On August 31, 2012, Loblaws submitted the requested information.

8.3 Additional Measures

8.3.1 The Calgary Police Service Traffic Section, Collision Reconstruction Unit, attended the scene and conducted an investigation. The Calgary Police Service provided OHS with a copy of their investigation.

SECTION 9.0 SIGNATURES

ORIGINAL REPORT SIGNED
Lead Investigator

January 2, 2013
Date

ORIGINAL REPORT SIGNED
Reviewer

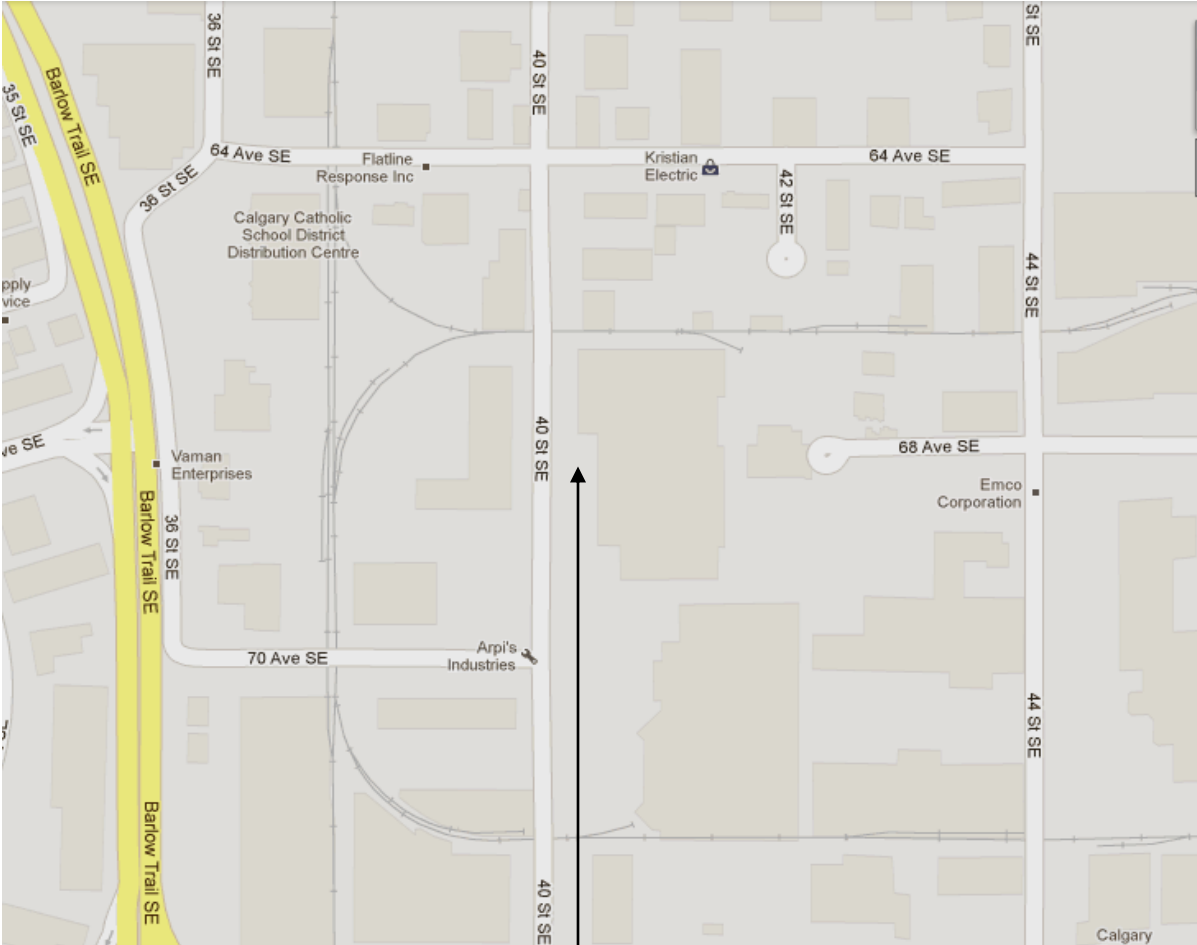
January 2, 2013
Date

ORIGINAL REPORT SIGNED
Director South Region

January 4, 2013
Date

SECTION 10.0 ATTACHMENTS:

Attachment A Map
Attachment B Photographs



Location of Incident
6810 40th St SE,
Calgary, Alberta



Photograph 1 – Shows the receiving dock where the incident occurred.

1. Shows the trailer involved in the incident
2. Shows the tractor involved in the incident

Western Grocers

**File: F - 988079
Attachment B
Photograph 2 of 6**



Photograph 2 – Shows the tractor that was involved in the incident.

1. Shows the space between second and third axles.



Photograph 3 – Shows the back of the tractor unit and the space between the second and third axles.



Photograph 4 – Shows the glad hand lock found near the worker.



Photograph 5 – Shows the unlocked glad hand lock on the airline of the trailer involved in the incident.



1.

Photograph 6 – Shows the location of the tractor after it struck the worker.

1. Shows the approximate location of the worker after he was struck.