

LESSONS LEARNT: STEEL AND METALS HAND INJURY

LOCATION: MERSEY STEEL AND METALS TERMINAL

WHEN: 27TH JUNE 2023

Ref: LL 07 23



Event Description

On the morning of 27th June 2023, at Mersey's Seaforth Steel and Metals Terminal, two external HGV drivers arrived and positioned their flatbed vehicles for loading of 10m x 2.5m x 20mm steel plate.

Two Peel Ports (MDHC) employees (a forklift truck driver and banksman) began servicing the HGV vehicles.

After the plates had been deposited on the first flatbed, a final lift was made to allow adjustment of a timber bearer which had fallen on its side. As one HGV driver adjusted the bearer by hand (with load suspended by the forklift) his finger became trapped and was injured.

Key Lessons

1. No vehicle may be loaded/unloaded by forklift unless all persons have been fully removed from the demarcation zone to a position of safety.
2. HGV drivers must either remain in their cab or be sent to a marked, safe zone, visible to the forklift driver and supervisor/banksman.
3. No one may approach the trailer unless the forklift has fully withdrawn, the loading/unloading operation has ceased and the supervisor/banksman has granted permission.
4. If a bearer requires adjustment, the forklift must withdraw the load fully and not approach again until all persons involved have returned to a place of safety under supervision.
5. Everyone has 'Stop the Job' authority and MUST intervene if they see any contraventions of our safe systems of work.

Immediate/Direct Cause

A Safe System of Work (SSOW) including 3m safety zone, had been briefed to staff, but was not fully implemented.

Basic / Contributory Factors

- Limited safety supervision and oversight was provided.
- Prior to loading, the injured HGV driver had not been removed to a place of safety, as per the SSOW.
- HGV drivers arriving at this terminal are not always informed of the site's safety rules and our expectations of them.
- The HGV driver brought unsuitable timber bearers of rectangular (not square) section. One fell onto its side, prompting correction.

Photos/Images

Image 1

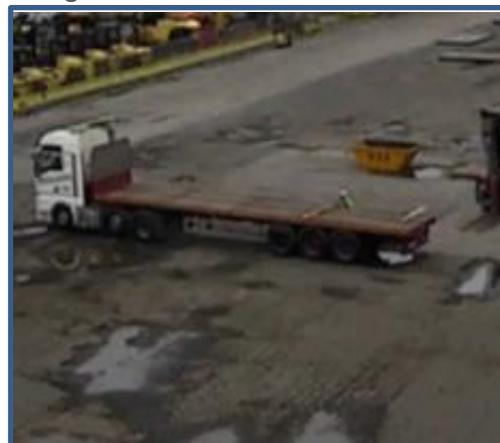


Image 2



BRIEF BY: 31/08/2023 DISPLAY UNTIL: 29/9/2023



Safety Alert



Ref No: SA-015-2023

25 August 2023

Steel Loading Injury

What happened:

During loading of steel plate to a flatbed truck, a truck driver (third-party) got a finger trapped and injured between some of the steel plates. The injured party required hospital attendance and an operation but is now believed to be recovering well.

A port forklift truck driver and supervising banksman were loading the plates to two trucks. At completion, a final lift was needed to reposition a dislodged timber bearer, the load was partially lifted, the truck driver adjusted the bearer, at which point his hand became trapped under the suspended load.

Key findings / learnings:

The truck driver should have been positioned in a defined safety zone as required of the local system of working. Seemingly third-party truck drivers may not always be informed of the local rules and this truck driver had bought unsuitable timber bearers (rectangular in section rather than square), resulting in a bearer falling onto its side requiring correction.

Loading / unloading operations should not have commenced without all persons being positioned in the safety zone / truck cab as required of the safe system of work.

There should be no entry to the work area until the subject work has ceased, the equipment withdrawn, and the work supervisor permits the entry. If adjustment to loaded pieces is necessary, they should be fully withdrawn and not reloaded until correction is made and personnel withdrawn to the designated place of safety.

This accident serves as a reminder that whilst the immediate cause would be at the load / unload location (e.g., failing to implement the safe system and 'stop the job' principle), other contributory factors come from failings to alert truck operators / drivers as to expectations of them within the port area.

PSS would like to thank Peel Ports Group for sharing the details of the incident and its related learnings at the base of this alert.