

IPLOCA HSE WORKSHOP

JULY 01, 2015

*Lessons Learned:
Experience
resulting from
near miss*

WHAT HAPPENED

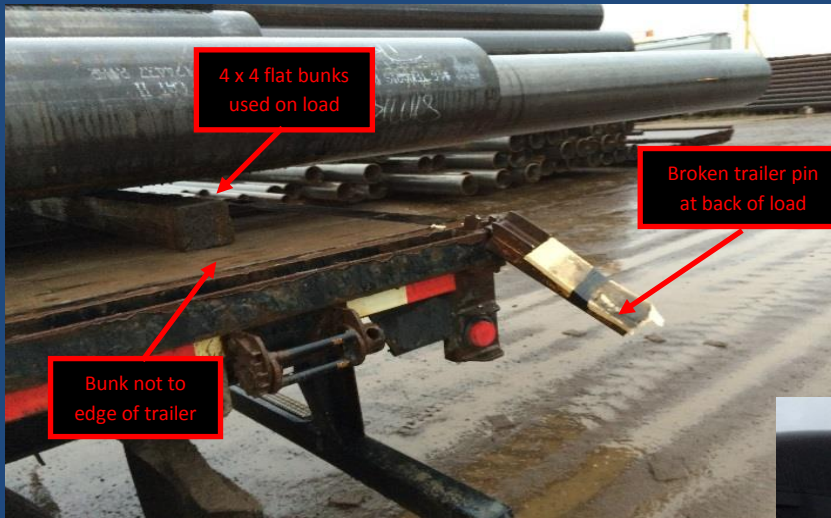
The incident happened during the off loading process of uncoated 12 inch diameter x 19 meter long pipe during wet and rainy conditions. The pipe was pyramid stacked on the trailer with the bottom row of pipe on flat bunks. The contract driver had signed in to the facility as required. The driver proceeded to the waiting area where each truck has their load checked for pipe tracking, quality control, and suitability for safe offloading.

After the pipe load was checked by the Receiver the truck was escorted to the designated offloading area adjacent to where the pipe was to be stockpiled. The Swamper (ground person) assigned to the offloading process ensured the proper pins were in place including loading pins which are approximately 4 feet long and placed on the back side of the load and then went to the stockpile to assist in guiding the stockpiling of the pipe.

The Forklift Operator began the unloading and stockpiling process. After picking up a lift of pipe from the trailer the operator proceeded to the stockpile. After the operator had left with the pipe the truck driver got out of his truck to remove the center pin from the trailer. After removing the center pin the driver began to walk back to the cab of the truck, the remaining pipe on the load shifted, rolled, and broke the remaining two pins and 3 pipe rolled off of the trailer narrowly missing the driver in the process.

The driver was instructed and is required to stay inside the truck until the unloading process is completed. The Loader Operator and Swamper were placing pipe in the pile and did not see the driver outside of his truck until they heard the pipe falling to the ground and then seen him by the truck cab area.

WHAT HAPPENED



CORRECTIVE ACTIONS

1. Contact sales personnel to recommend use of contoured bunks by suppliers
2. Contact sales personnel to recommend use of 4 pins on each side of trailer for all trailers.
3. Communicate the request for 4 pins per trailer side, on all trailers and contoured bunks on 12" and larger pipe to the trucking companies.
4. Revise yard driver sign in/out form to include drivers not being permitted to exit the truck.
5. Post warning pictures for drivers in the sign in/out area.
6. Send memo to trucking companies clarifying driver responsibilities.
7. Yard to provide incoming bare pipe truck drivers with handout stating expectations for remaining in truck during unloading.
8. Training of all receiving personnel