



HSE Safety Alert

U.S. Pipeline, Inc.



Date: August 25, 2015

Situation: Unsecured auger on float trailer (Subcontractor)

Notification to: All USPL Employees

On Monday, August 25th at approximately 0820 am, a subcontractor employee was in the process of transporting bore pipe to the right of way (ROW) utilizing a semi-truck and flatbed trailer. The two seat, single cab truck was equipped with a standard “headache rack” which contained a manufacturer designed opening approximately twenty-four (24) inches by twenty-four (24) inches in order to aid in trailer securement. The opening was located between the driver and passenger seats and centered to provide adequate impact resistance for driver and passenger. The trailer contained three (3) joints of twenty-four (24) inch bore pipe secured in a pyramid configuration. A twenty-four (24) inch auger was placed within each piece of bore pipe prior to loading and transportation as is common industry practice. The driver was travelling to the ROW on highway 10 and attempted to rapidly slow the truck and trailer in an attempt to maneuver onto the ROW. During this process, the auger within the top piece of bore pipe, which was centered on the headache rack opening, ultimately proceeded through the opening and into the cab of the truck. The auger came to rest approximately two (2) feet within the cab between the driver and passenger seating as designed. As a result of the incident, the employee received a minor abrasion to his right shoulder and minor laceration to his right forearm in which first aid measures were applied and the employee was released for full unrestricted duty.





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A Root Cause Analysis (RCA) was performed on location and the following root causes and corrective actions have been implemented.

ROOT CAUSE(S)

1. Driver had driven route to ROW prior, so there was a broken safeguard that had been put in place earlier on the project (all drivers must pre-drive routes to the ROW access points so they are familiar with the safest routes and eliminating left turns to the ROW).
2. The auger inside the bore pipe was not secured in any manner, either by chain and binder or by welding the auger to the pipe with a tack weld to eliminate movement.

The Corrective Actions implemented post incident.

CORRECTIVE ACTION

1. Stand Down held at 1PM on 8/25/2015 with the subcontractor employees.
2. A stand down for all Teamsters was held 8/25/2015 at 7AM to address load securement.
3. Teamster was terminated for being in violation of DOT regulations and the subcontractor policy regarding load securement.
4. The subcontractor amended their vehicle securement policies to add specific language for:
 - a. Dummy pipe,
 - b. Dummy pipe loaded with auger,



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- c. Large equipment and
 - d. Multiple piece
5. The subcontractor instituted a Load Securement Verification form that requires the signature of the driver and another competent subcontractor employee (Directly addresses the Root Cause).

US Pipeline's procedure has included either welding the auger to the bore pipe or sliding the auger forward outside the bore pipe and using chain and binders to eliminate the movement of auger in the event of an unplanned severe slow down or stop by the hauling vehicle.

LESSONS LEARNED

Load securement is a critical component not only for the protection of our drivers, but for the general public, third party, and USPL employees as well. But there were 4 missed opportunities of someone being a "Hero" for safety and recognizing the potential hazard of not securing the auger; the foreman who directed the pipe and auger to be hauled to a new location, the operator who loaded the pipe on the trailer, the laborer that assisted in securing the load, and the other crew members watching the loading process and not speaking up and identifying the securement issue. The driver was very fortunate that he only lost his job on this day.