



# SAFETY ALERT

## Rear dump truck collision and fatigue

### What happened?

A rear dump truck operator, on the second night shift of a seven-shift roster, fell asleep while driving up a pit ramp at 2.55 am. She drove her truck into the tray of a loaded rear dump truck that was waiting to enter the main haul road at a stop sign at the top of the ramp. (Photo below shows the rear tray entering the operator's cabin as a result of the accident.)

### How did it happen?

There were two hazards: fatigue and vehicle design. The vehicle's design meant that the rear of the tray on the lead vehicle aligned with the operator's cabin on the following vehicle.

The investigation found:

- The mine was trialling retina screening to detect fatigue but with limited success at that point.
- The mine's SHMS 'Fitness for Work' assessment criteria for personal fatigue was limited and was scheduled for its five-year review.

The investigation noted mine traffic rules required a travelling distance of 50 m between trucks. Road design was not considered by the investigation but it noted that required audits and inspections by design engineers had not occurred. Despite industry-wide awareness, proximity detection technology had not been fitted to the trucks.

### Recommendations

1. Site management regularly review the mine's fatigue-management process to identify changes, such as new technology to manage fatigue or collision avoidance.
2. Mine management and workers consider the control of fatigue and the impact of extended rosters.

Dept of Natural Resources and Mines – Alert 292 (Qld)



### Legislative Requirements:

Pursuant to the *Occupational Safety and Health Act (WA)*, employers must provide a safe place of work which includes ensuring that drivers are medically fit to undertake their duties and sufficiently rested to complete their tasks.

### Barbaro Group:

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