

Category	Safety & Health
Division + BU	Infrastructure – Eastern Infrastructure & National Rail
Project	Boggabri / Maules Creek Rail Project
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## BMCR – Maules Creek Section Cut 1 Excavator strikes Fuel Truck following refuelling operations

### Background / What happened?

BMCR has two fuel carts which undertake refuelling operations for the project. One fuel cart completes the Boggabri section of the site, whilst the second fuel cart completes the Maules Creek section.

On Sunday 2nd March 2014, an operator and offsider assigned to the fuel truck for the Maules Creek section commenced work at approximately 05:00, completed their plant pre-start and headed out on their normal daily run to refuel the plant and static equipment along the route they had established.

At approximately 09:15, the fuel truck arrived at Gate 17 and they drove into a newly constructed bund area for the specific purposes of refuelling the “wheeled plant” through an arrangement where they would call an item of plant from the haul route and refuel each one in turn. This operation had been set up because the foreman had recognised that the previous system of refuelling all the plant parked on the “Go Line” during smoko was not efficient as the designated 30 minutes for smoko was not long enough for the fuel truck operators to complete their task.

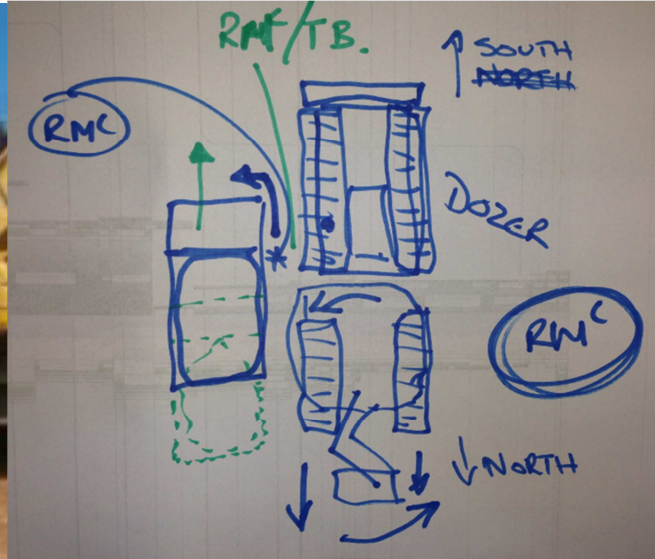
Having completed the refuelling of the wheeled plant, the fuel truck then moved to the tracked plant parked in smaller Go Lines to complete their refuelling. They arrived at Cut 1 South at around 10:00 hrs as planned with the general foreman and parked up alongside an excavator and a dozer. The operators of the machines had left for smoko and the fuel truck operator and his offsider set to work refuelling the machines. They had completed the excavator and then moved the fuel truck forward by approximately 3m so that they could fuel up the dozer. The fuel truck was positioned close by the machines (approximately 1.5m) to reduce the length of hose required to be pulled from and re-stowed on the fuel truck, thereby making the operation as quick as possible. This was because the fuel truck operator knew that he had a short window of opportunity to complete his task.

As the dozer was being refuelled, the two operators returned and they stood at the front of the fuel truck cab with the offsider. Refuelling of the dozer was completed and the fuel truck operator and offsider were packing up the hose and making the fuel truck ready to move off.

As this operation was being done the excavator operator saw the dump trucks arrive back at the cut (these had been previously fuelled up using the new refuelling bay system before smoko). The excavator operator then walked around the cluster of machines, turned his battery isolator on and climbed into the cab. The fuel truck operator was closing the valves on the side of the fuel truck and preparing to pull down the isolating bar to cover the valves when the excavator operator started his machine and started to rev it up. The excavator operator saw the dump trucks standing ready for filling and at this moment the excavator operator started to track forward and swung the cab.

The fuel truck operator heard the excavator rev, felt the movement and decided to “get the hell out of there”, running towards the front of the fuel truck and his place of safety. As the excavator operator slewed the machine it struck the fuel tank and tray of the fuel truck causing damage

The work was then stopped and the foreman informed who followed the site incident notification process. The general foreman arrived at the site and isolated the incident area.



## What are the Significant Learnings?

The following table lists key learnings for Leighton Contractors:

OVERVIEW	DESCRIPTION	WHO IS THIS RELEVANT TO?
<i>Overview of Learning 1</i>	<p><b>Refuelling of plant and equipment:</b> All projects and operations are to ensure that their refueling operations on site are completed out of hours if practicable; or, are completed in accordance with the LCPL refueling process published on Our Way – refer attached copy. Senior Management are required to check that this is being completed as a regular and repeated topic during their LWTs</p>	PMs / OMs / GMs
<i>Overview of Learning 2</i>	<p><b>Visible Leadership:</b> All projects should ensure that inductions, tool box meetings and training sessions on site are opened by a senior manager within the team to provide an overview of “what is expected on the project” with respect to SHE requirements including behaviours and actions.</p>	PMs
<i>Overview of Learning 3</i>	<p><b>Supporting services on a project / operation:</b> All projects must ensure that the supporting services that work within a project (such as service trucks etc) are provided with suitable operational leadership and supervision. This is particularly important where these services operate outside the normal hours of operation.</p>	PMs
<i>Overview of Learning 4</i>	<p><b>Daily Task Pre-Start &amp; SHEWMS:</b> All projects must ensure that every person going to work on a project attends and signs on to a daily task pre-start meeting and has a current SHEWMS applicable to the work they are completing where that work is deemed high risk. This is particularly aimed at the supporting services on a project who are not assigned to a particular work crew such as refueling crews, surveyors, geotechs etc.</p>	PMs

## Who needs to know?

The learnings identified are considered relevant to the following groups or personnel:

GMs / OMs / PMs / All personnel on project & operations

## Key Phrases

CSE #5 Working in and around Mobile Plant  
Refuelling operations  
Work planning and delivery

## How can I find out more? – Contact an Expert

For more information, please contact:

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