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<b>INCIDENT</b>	<b>Near Miss P4</b>
<b>SUBJECT</b>	Truck Collides with Traffic Sign and Stops in Live Lane
<b>INCIDENT DATE</b>	03/07/2020
<b>BUSINESS UNIT</b>	Higgins – Auckland

## WHAT HAPPENED?

Higgins engaged a Traffic Management (TM) subcontractor for a full Northbound (NB) Motorway Closure between Papakura and Takanini at the Southern Corridor Improvements Project.

On Friday 3<sup>rd</sup> of July at 3:30AM, upon completion of the site works, the STMS was given the all clear to uplift the closure between Papakura and Takanini. At 3:38AM, the Auckland Transport Operations Centre (ATOC) was notified that the network was open.

At 3:55AM, the Principal Contractor’s Project Supervisor received a call from ATOC advising that a truck and trailer (driven by a member of the public) had run over cones and was stopped in lane 2 on the motorway near the NB Takanini on-ramp with no hazard lights on. The temporary speed limit for this section of the road was 80km/h. The driver of the truck and trailer exited his vehicle and was walking in the live lanes to assess the damage to his truck. A member of the public driving a van approached and slowed down to a stop in lane 3 behind the truck and trailer to assist, but in doing so, caused traffic to move over to lane 1 where traffic was merging from the Takanini on-ramp. Several cars swerved out of the way to avoid the truck and trailer and the driver.

It was later confirmed upon viewing ATOC video footage that the truck and trailer in question had collided with a traffic sign and that the impact caused some significant damage to the vehicle.



*Photos: Left – Dashcam footage screenshot showing traffic sign in middle lane moments before impact; Right – Damaged truck;*

Shortly after the collision, the first TMA (tail vehicle) arrived at the incident scene and parked in lane 1 to pick up the debris, while a shadow vehicle (TMA) performed a partial rolling block (blocking all 3 lanes travelling at 10km/h near the NB Takanini off-ramp to protect the first TMA and the truck and trailer).



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The STMS from the first TMA and the driver of the truck and trailer were walking in the lanes when another truck managed to drive passed the shadow vehicle.

The debris was cleared and the tail driver escorted the truck and trailer until it was at a safe speed on the motorway.

## WHAT DID WE DO IMMEDIATELY?

Element	Action
Initial Incident Response	<p>The TM Team involved had a de-brief immediately after and the STMS reported the incident to his line manager.</p> <p>All relevant parties were notified – (the Principal Contractor and Higgins).</p> <p>On 8<sup>th</sup> of July the representatives of the Principal Contractor, Higgins and the subcontractor viewed the network video footage in the Auckland Systems Management Office.</p> <p>Higgins engaged with the affected third-party transport company (truck owner).</p>
Incident Investigation	<p>Higgins and the Principal Contractor agreed to carry out a joint ICAM investigation.</p> <p>An Investigation Team was appointed to carry out an incident investigation.</p>

## WHAT DID WE LEARN?

We learned that we need to question the following:

- Are our work plans and procedures detailed, accurate, understandable and easy to use? Are the procedures too complex and do they encourage shortcuts?
- Do we address all routine and situational violations (no matter how minor they might seem) that can lead to incidents on site? Are all site staff aware that these cannot be tolerated?
- Do we adequately manage unplanned changes to the work schedule? Has the impact of the unplanned changes on the production and the site team been assessed and appropriately managed/mitigated?
- Does our Fatigue Management Plan specify how the risk of worker fatigue when transitioning from dayshift to nightshift (and vice versa) will be managed? Are our site staff aware of the fatigue risks and potential consequences?



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## WHAT ARE WE DOING DIFFERENTLY?

Element	Corrective Action
Supervision	We provided additional supervision for the project to coordinate all TM Site Teams during nightshift works. The main focus of the Supervisor is on ensuring all TTM removal activities during high risk hours (3-5AM) are thoroughly planned and executed as per appropriate and approved procedures.
Work Plans/Procedures	We developed a specific TTM removal procedure and inducted all TM subcontractors. We updated the TMPs to include: <ul style="list-style-type: none"> <li>- a detailed set up of breach cordons on the diagrams (as per CoPTTM)</li> <li>- revised TTM removal methodology (to include drive around and removal of the breach cordon).</li> </ul>
Planning	The Principal Contractor and Higgins are conducting a joint review of the TM planning process to ensure “last minute” changes to plan are not instructed on site, unless their full impact is risk assessed and additional controls put in place, if required.
CoPTTM Requirements	We have put a CoPTTM submission in to recommend that On-Site Record Form checks include an appropriate check that the site is ready to be opened e.g. drive around.
Fatigue Management	We are ensuring all our TM subcontractors have an adequate Fatigue Management Policy in place that mandates sufficient length of recovery time for staff when required to transition from dayshift to nightshift and vice versa.

## FOR MORE INFORMATION, PLEASE CONTACT

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