

High Potential Incident Alert

Sharing learnings across the Australian oil and gas industry

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Water truck tip over

Incident summary

A prime mover, towing a tri-axle semi trailer (the water truck) was loaded with 25,000 litres of water. As the driver drove the water truck down the decline and rounded a curve to the left, the water truck rolled 90 degrees onto its right side.



Critical factors

Critical factors are those that if they were not present the incident would not have occurred. The critical factors were:

1. Speed

- > In Vehicle Monitoring System (IVMS) data indicated the truck was travelling a 33km/hr at the point of tip over.
- > Speeds above 20km/hr on descent, and above 10 km/hr on the curve were determined inappropriate for a heavy vehicle descending the road decline.

2. Management of Change

- > Tanker converted from oil to water cartage.
- > Water heavier than oil, therefore tanker could not be fully filled.
- > No longitudinal baffling allowing sideways sloshing when cornering, increasing propensity to tip over.

Corrective actions

- > Review suitability of speed limits for all steep inclines/declines.
- > Signage advising maximum speed limits and heavy vehicle gear selection on steep gradient roads.
- > Audit compliance of horizontal and longitudinal baffling in liquid tankers.

High potential incident alerts are distributed by APPEA for the Australian oil and gas industry to highlight learnings from incidents. For more information or to submit an alert, contact Leanne Drewitt, Project Manager – Safety & Operations, ldrewitt@appea.com.au or 08 9426 7202.

