

Incident reporting bulletin

Issue 1

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A 'roll-off' that caused a 'fall from height'

In this month's Incident Reporting Bulletin, we present an accident that involved both a 'roll-off' and a 'fall from height' and could have resulted in **serious injuries** to the driver. Fortunately, the driver was able to walk away from the incident with just bruises and scrapes, and the car stopped on the deck against a pillar instead of rolling off completely.

As a reminder to our readers, a '**roll-off**' incident is one where a car without a driver rolls off an inclined plane – e.g. from an angled truck deck, or from parking on a slope – due to improper parking or securing (chocking/lashing). Roll-offs are not just a concern for the driver involved, but also for others in the vicinity: a car rolling-off a truck passes through the rear of the

truck loading bays – i.e. an area where multiple other drivers might also be working - and risks them being hit by an uncontrolled car at speed.

A '**fall from height**' incident involves a person falling from a platform or deck at a certain height to a lower level. The exact limit from which a fall is considered as being "from height" varies in different national jurisdictions – from 1m to 2m.

What is beyond doubt, however, is the consequences of both 'roll-off' and 'fall from height' incidents can be extremely serious. Life-changing injuries and even fatalities can result from them.

What Happened?

An LSP was unloading cars in an OEM compound. Whilst unloading the front unit on the truck upper deck (above driver cabin), he stopped approximately halfway along the truck upper deck to remove a chock that was blocking the car from reversing off. This is **error number 1**: the driver should have removed the chock *before* getting in the car to unload.

Instead of then stopping the car securely (with the gear in "Park" position, handbrake applied, engine off), the driver decided to open door with gear still in "Reverse", handbrake off and ignition still running **error number 2**: the driver did not securely park the car *before* exiting.

As the driver stepped out and removed the chock, the car – with the door still open – started rolling backwards and hit him causing him to fall from the deck.

What Can be Done?

This incident is a crucial reminder that all Logistics Service Providers (LSPs) should adopt the [ECG Guidelines, Safe Loading Process](#) (hereafter 'the Guidelines') and train and audit their drivers against the procedures set-out therein.

Had the driver followed the safety principles in the Guidelines, this incident could have been prevented from occurring. Below is a list of steps from the Guidelines that were *not* followed by the driver which could have avoided the accident:

1. **Deck preparation** (p. 7 - Step 2A): If the deck had been properly prepared after unloading each unit, the chock would not have been in the path to block the car.
2. **Checking & confirming safe areas to walk after exiting car** (p. 4 – Basic 4): if the driver had checked the deck condition then he would have seen the chock that was blocking the car and removed it earlier rather than stopping midway through the process to remove it.
3. **4-Step Parking & Confirmation** (p. 3 – Basic 3): if the driver applied the 4-Step Parking rule before stepping out of the car, the car would not have moved as they removed the chock.

Going forward, ECG will continue to support LSPs in the adoption of the Guidelines by co-organising training sessions and by issuing a recommended training guide for drivers in 2021.

Let us all work together to ensure the safety of our drivers!

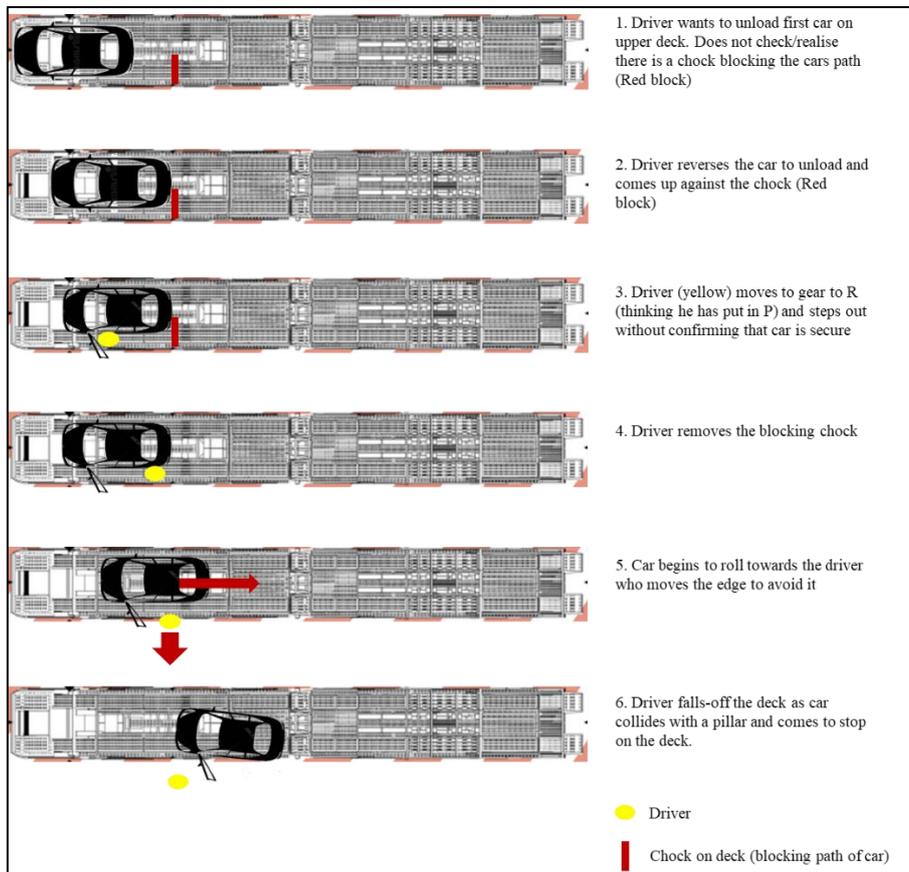


Figure 1 Visual representation of events leading to the accident

Background

The Incident Reporting Bulletin is produced by the [ECG Health & Safety Working Group](#). The source is incidents reported via the [ECG Incident reporting website](#) and ECG will issue periodic articles analysing incidents which are severe or near misses of particular importance. The intention is to present the facts and to indicate how similar incidents may be avoided in the future in order to improve drivers' safety. More information on our [website](#).