



# Safety Alert #63

## Fork-Truck Contact with Power Line

(this Safety Alert contains two pages)

### Incident Description

A small fork truck was being relocated in the vicinity of a Tyre Bay when the mast struck a suspended power line that was supplying power to a nearby storage container. The protection systems on the power supply cut power immediately and no one was hurt.



**Photograph 01:** Depicts the suspended 240V power line extending from the tyre bay building to a storage container nearby.

The route being navigated at the time of incident was not the usual route taken, and it had been stated that this area was not to be a through-traffic area. The incident occurred during the dark of night-shift, and a portion of the mine site was blacked-out as a result of the incident.

In the case of the above incident, a physical barrier (another shipping container) is to be placed where the suspended power cable was previously located and the power cable was re-routed on top of the container. This solution Eliminated the possibility of the fork truck travelling anywhere near the power cable, and Substituted the previously suspended cable with a fixed cable attached to the shipping container.

### Recommendations

1. Klinge Site Managers on both *Management* and *Maintenance & Management* Sites are to conduct a Formal Audit of the Physical Elements of the Tyre Bay Electrical Supply. It identify all Tyre Bay in-coming & out-going power lines in the work area and perform a Workplace Risk Assessment & Control (WRAC) relating such power lines to the work that may be undertaken in the area. 'Work' may include Fork Truck movement or other vehicle traffic, and pedestrian activity. This may require assistance from site electricians and may require a plan or mud-map of your tyre bay attached to the WRAC. If you have not performed a WRAC for some time, please refer to WI-SH-01 *Work Instruction Job Safety Analysis & Risk Analysis* or contact Davin. Please complete this WRAC by June 6<sup>th</sup> 2008, and email the WRAC to Davin & Debra at Springhill.
2. If the above WRAC identifies any situations as being potentially hazardous then immediately notify your site supervisor & apply the Hierarchy of Control to... Eliminate, Substitute, Engineer, etc, following your site specific procedures and policy. Again this may require assistance from site electricians etc.

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3. Klinge Site Managers on both *Management* and *Maintenance & Management* Sites are to formally review Tyre Bay Traffic Flow (including Fork Truck, Tyre handler, LV, and Pedestrian traffic). If a formal SWP or JHA does not already exist for Traffic Flow at your Tyre Bay site, then one needs to be created.

This JHA shall incorporate a simple plan or mud-map of the Tyre Bay at your site with arrows indicating allowable traffic flow direction, speed restrictions, no-go-zones, signage, and parking areas, etc. Please ensure that all crew members are aware of the traffic flow rules, and that your Traffic Flow JHA & Map is emailed (or fax) to Davin & Debra at Springhill by no later than June 13<sup>th</sup> 2008.

4. Please ensure that acknowledgement forms are completed for this Safety Alert, the Power Line WRAC, and the Traffic Flow JHA.
5. Ensure that this Safety Alert is posted on your Safety Notice Board until June 30<sup>th</sup> 2008.

### ***Eliminate All Unsafe Acts & Conditions.***

Davin Faux, Manager – Global Risk & Business Improvement

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