

# Shell Gas (LPG) Incident Alert Number 8

## Road Traffic Accident Involving LPG Tanker and a Stationary Heavy Goods Vehicle, Portugal

**Incident Location:**

National road IC1, km 301,250 between Gaia and Porto.

**Date of Incident:**

26/ 03/ 2004 – 13h 10m



**Description of Incident:**

A contractor's bulk tanker, Shell-branded, on its way back to Shell Gas Portugal's Matosinhos Depot, crashed into the rear of a heavy goods vehicle carrying scrap metal that was parked at the side of the road, partially obstructing the inner lane of the road. The road was straight with three lanes in each direction, with an additional section of road about 1.9 metres wide at the right hand side, where the HGV was parked. The road was in good condition. The day was sunny and clear, with good visibility. The driver was 34 years old with 11 years experience in dangerous goods transport. He had been working for Shell Gas Portugal since December 2003.

**Consequences:**

**People:** The LPG tanker driver injured his right foot and received some small scratches on his head (Lost Time Injury). He was trapped in the tanker's cab and had to be removed by the emergency services. No other people were injured.

**Assets:** Extensive damage. The tanker's cabin destroyed; chassis and mechanical parts unrecoverable; pressure vessel and LPG equipment undamaged.

**Environment:** Minor effects. Lubricant and gas oil spilled on the road, which were recovered by the fire brigade.

**Reputation:** Authorities and local media were present. There was a short report on one television channel (at 14:00 and 20:00) and in three newspapers the following day (one national, two local). There was no contact between Shell and the media.

<p><b>Initial Findings / Learnings:</b></p>	<ul style="list-style-type: none"> <li>• The heavy goods vehicle had parked at the side of the road as one of its tyres had burst. It was partially blocking the inner lane of the road because of the narrow width of the lane at the right hand side of the road.</li> <li>• The driver of the broken down vehicle had placed a warning triangle about 35 metres to the rear of his vehicle. He had not switched on the vehicle's emergency lights. Use of emergency lights is not a regulatory requirement in such situations.</li> <li>• The LPG tanker was travelling at about 80 km/h at the time of the incident.</li> <li>• The driver of the tanker may have been using his mobile phone at the time of the accident. Whilst not conclusive, the records from the mobile phone company show that he made an outgoing call shortly before the collision. Even if the use of a mobile phone was not the cause, it is believed that the driver was distracted in some way and not paying attention to the road.</li> <li>• There was a breakdown in communications within Shell Gas Portugal, as a result of which the Oil Products policy on the use of mobile phones when driving was not communicated effectively to drivers based at Matosinhos Depot.</li> <li>• The authorities confirmed that the driver was wearing his seat belt at the time of the accident.</li> <li>• The tanker driver tested negative for alcohol after the accident.</li> </ul>
<p><b>Immediate Actions Taken:</b></p>	<ul style="list-style-type: none"> <li>• Shell Gas Portugal initiated its crisis management plan in case of media interest in the incident.</li> <li>• The driver was visited by both Shell Gas Portugal staff and the RT contractor, both while in hospital and at home.</li> <li>• Psychological assistance to the driver arranged by the RT contractor.</li> </ul>
<p><i>This Alert contains all the facts about the incident that are currently known. Further information will be provided as and when it becomes available.</i></p>	
<p><b><i>This Incident Alert is not to be released outside of Shell Gas (LPG) without the authority of the Head of HSE and Technical of Shell Gas (LPG)</i></b></p>	