



Third Party Fatality RTA at Mukhaizna

The Incident:

A sub-contractor prime mover and trailer combination travelling at night was turning left across the Haima-Rima road to enter the Mukhaizna lay-by area. A third party pick-up, travelling in the opposite direction (Rima-Haima), crashed into the trailer. The driver of the pick-up was killed, and the passenger, severely injured. The driver of the prime mover and trailer combination was uninjured.



Failures:

- Misjudgement of oncoming traffic - poor eyesight/ night vision by prime mover driver
- Night driving without approval, and non-assessment of possible risks
- Non-compliance with Journey Management Procedures – deficient Safe Journey Management Plan, night stop not observed, no arrangements for communication between Journey Manager and driver, etc.
- Third party driver not following traffic rules – driving at excessive speed (160 – 170 kph)
- Third party driver distracted by searching for dropped article on pickup floor (GSM?)
- Ineffective management of sub-contracted activities.

Lateral Learning:

- Strictly adhere to driving rules (SP-2000), including “No Night Driving” policy
- Where night driving permission is required, carefully examine all possible risks – total driving hours, driver’s medical condition/record, road condition, communication/GSM coverage, load on the truck, etc.
- Safe Journey Managers (SJM) must clearly understand their responsibilities and strictly enforce the requirements of Safe Journey Management Plan. **Only SJM who have been assessed competent are allowed to perform this role.**
- Ensure adequate medical examination for all drivers in accordance with SP 1230.
- Ensure adequate controls are in place to manage sub-contracted activities; sub-contractor audits must focus on high risk areas or activities.