

# Serious Incident – Flying Object

**JACOBS**

## Incident

**Region:** Europe

**Country/Date:** UK/ 01-Feb-2016

**Description:** Whilst drilling a cable percussion hole at the side of the M6 motorway a holding down strap from a lorry ‘flew’ across the M6 Motorway hard shoulder and hit the drilling rig not far away from where drillers and Jacobs personnel were working.

**Actual Severity:** 1

**Worst Potential Severity:** 3

**JSIMS AI:** 55518



## Key Findings

- The rig was on the verge of the hard shoulder.
- Traffic management was in place with the team working with a hard shoulder closure on the verge; team were approximately 4m from live traffic. An Impact Protection Vehicle (IPV) was parked 30m in front of work area offering protection to the work area.
- A change in the layout of the works site was initiated. A van was parked just behind the rig when it was working to act as a screen for objects flying off the motorway.
- The proximity of the team to the live traffic and the high probability of contact with objects falling off vehicles was not fully appreciated when preparing the RAMS.
- The strap had a heavy buckle attached to it which could have caused significant injury if it had hit anyone.

## Lessons Learned

- A stand down held to reflect on current and new practices.
- RAMS have been updated, monthly site safety survey arranged and further reviews of Safe Systems of Work to be undertaken based on findings.
- Work area must be 4m from the back of the hard shoulder with a hard shoulder closure in place. This results in the rig being 2m higher than the motorway carriageway in the sloping grass verge which relates to about 7m away from live traffic.
- Alternatively the work area may be located behind a barrier and in the verge with a hard shoulder closure so that live traffic is at least 4m away from work area. Where this cannot be achieved undertake the work during a nightshift.
- Nightshift working, at least one lane must be closed which results in the work area being over 6m from live traffic. This can only be put in place when the traffic count is less than 40 vehicles / minute, generally about 10.30 pm.
- The site team should “Step Back”, confirm the hazards and reevaluate the risks on site.

