High Potential Incident
Collision of 2 crew vehicles
DESCRIPTION OF INCIDENT

• Egypt June 2019, 21:15hrs gravel road in desert area, clear night with no wind.
• 2 trouble shooting teams (1 driver + 1 trouble shooter each) were carrying their duties in the field.
• On completion of day duties both were heading back to camp.
• Situation ended with both vehicles on the same track heading towards each.
• Both drivers did not try to avoid each other until the last moment which ended with a near head on collision, hitting just off the front center.
• After impact the vehicles rotated around their vertical axes. Due to this movement the centrifugal force threw the batteries carried on the vehicles’ beds approximately 15-20 meters away.
DESCRIPTION OF INCIDENT

• The incident was reported to Radio Room and Ambulance at 21:20.
• The ambulance arrived at the scene within 15 minutes from being reported.
• At the scene the paramedic administered first aid to the trouble shooter injured on his face (two minor cuts on a right cheek and forehead caused by hitting the rear-view mirror).
• The trouble shooter in the second vehicle had minor bruise on his left knee, that did not require medical treatment.
INVESTIGATION AND ANALYSIS

- Both vehicles were driven by trouble shooters. Drivers were traveling on the passenger seats.
- Trouble shooters were not permitted to drive vehicles at the time of incident.
- The speed limiting devices (SLD) in both vehicles were not operational at the time of incident.
- Both vehicles equipped in IVMS and VTS systems. But did not function at time of accident.
- Both drivers claimed brake and light failure as cause of impact.
- Both vehicles recovered and full inspection carried out by chief mechanic, who found no problems with the vehicles lights or brakes on vehicle 2.
- Vehicle 1 the break hose on the rear wheel was deliberately cut with a sharp tool. There was no evidence of brake fluid in the surrounding area which would have been there if the hose had been broke before the impact.

- Horse play
- Personal performance –attitude / psychological profile (Inadequate)
- Faulty equipment –specifications (Inadequate) –SLD’s easily tampered
- Equipment reliability –SLD’s unreliable, numerous faults observed
- Means of control (Inadequate) –IVMS / VTS unreliable, lack of real-time tracking, lack of violations alerts
CORRECTIVE ACTIONS

- Safety stand down and incident discussed with relevant personnel
- All involved employees terminated
- Review of SLD sealing
- Review of SLD type used
- Fault-free, reliable, GSM based IVMS to be provided
- Closer supervision of senior staff to be provided in the field
- English speaking radio operator to be employed on each shift
CONCLUDING COMMENTS

• Never underestimate the power of human stupidity.\(\textit{\textcopyright Robert A. Heinlein}\)

• Men are far more likely to be killed or seriously injured on roads than women, as pedestrians, cyclists and as drivers, and at all ages. Globally, men account for 73% of all road traffic deaths, with an overall rate almost three times that of women.

• Attitudinal and behavioural studies show that part of the reason for this difference is that men tend to have a different mind-set when it comes to risk, and this appears to be borne out in men tending to report and display more aggressive and dangerous driving behaviours.
THANK YOU