



Safety Alert

Road Bridge Crane Strike

20th March 2018

The following pages of this safety alert were issued by Highways England's supply chain partner:

Vibro Menard
working on
M49 Avonmouth Junction RIP SW

HI-POTENTIAL NEAR MISS CRANE STRIKING ROAD BRIDGE



Background

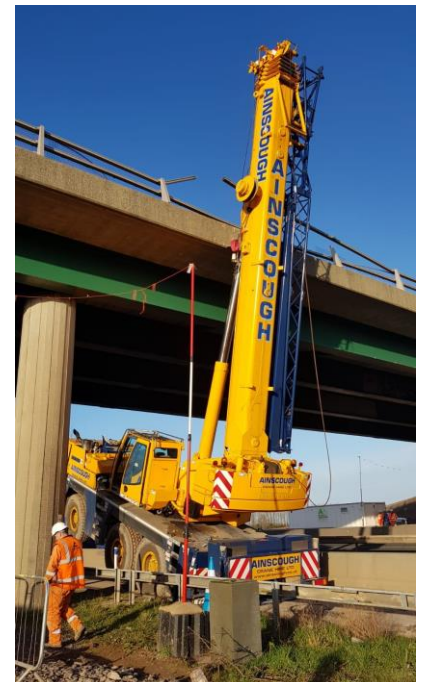
At 16:07 on the 18th February 2019 a mobile crane struck a bridge while exiting the site along the hard shoulder of the M49 Motorway.

The crane involved in the incident was a Liebherr LTM 1060-3.1 owned by Ainscough crane hire (ACH). On the date of the incident the crane had been on hire to Vibro Menard to dismantle a zone test. All lifting operations were undertaken as per the lift plan without any issues and the zone test was dismantled under the supervision of Vibro Menard's Crane Supervisor / slinger signaler (CSSS).

Incident details

Following completion of the lifting operation, a further ACH vehicle arrived to load the navy mats. The VM CSSS assisted the crane operator to part de-rig the crane and bundle the navy mats ready for loading onto the ACH pick up. This left the crane operator to fully retract the out-riggers and lower the jib.

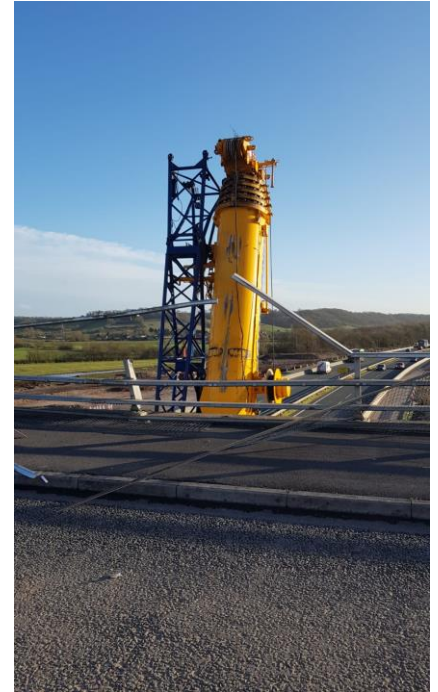
Once instructed by the crane operator he was no longer required, the CSSS left the immediate area at 15:50 to conduct other works. Immediately before the time of impact the crane was witnessed travelling along the hard shoulder of the M49 with the jib still erect. The CSSS along with other site staff tried to warn the crane operator the mast was still erect but unfortunately the driver did not respond resulting in the jib striking the bridge deck.



Findings

Following the investigation into this near miss / incident the findings are as follows:

- If the crane operator had not inserted the slew lock it is highly likely the crane would have overturned with the mast landing on the M49 motorway potentially leading to fatal or very serious injuries to other road users or site workers.
- The crane operator had received all the necessary inductions including a briefing on the NDT RAMS and lift plan.
- The crane operator had the required competencies, experience and qualifications to operate the crane.
- Following the initial investigation, it was found that the crane did not have any warning systems fitted to the crane to indicate that the jib was still elevated while being operated from the road driving cab. This was in line with the manufacturer's instructions.
- It was reported by ACH, the crane operator was not deemed to be suffering from fatigue and tested negative for alcohol.



Recommendations

Following this high potential near miss / incident, the following actions have been undertaken:

- All crane supervisors must always remain with the crane whilst it is rigging/derigging or lifting.
 - The above will also apply to all haulage companies delivering/removing plant from our work sites.
 - All VM supervisors are to check with the operator/driver of subcontract plant equipment or haulage before it leaves their worksites, that they have conducted a visual inspection to ensure they have stowed and secured their equipment correctly before it leaves.
 - Debrief of all supervisors on the start of shift briefings with regards to capturing roles and responsibilities and supervision of subcontractors.
 - Other recommendations have been made to crane supplier regarding the fitting of additional alarms and post de-rigging inspections before they leave site.
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