

Class B Non Serious Harm Accident Report

Taniwhi Injury

Bledisloe No. 1 North Wharf, Auckland
on 2 July 2004

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Maritime Safety

MARITIME SAFETY AUTHORITY OF NEW ZEALAND
Kia Maanu Kia Ora



REPORT NO: 96 294

TANIWHI – INJURY TO STEVEDORE



Name of Vessel: *Taniwhi*

Vessel Type: Commercial Non Passenger Barge

Date of Injury: 2 July 2004

Time of Injury: 0755 hours New Zealand Standard Time (NZST)

Employer: Axis Engineering (Axis Intermodal), who carry out repair/engineering work on Auckland wharves, but only rarely on vessels.

Employee: Welder. 15 years experience with the Company. He was well rested at the time of the mishap.

Weather: Good. Calm.

NARRATIVE

The welder was lying flat on the deck of the barge, welding stanchions to *Taniwhi*, whilst it was made fast alongside an open pile wharf. Whilst his left foot was touching one of the piles, a passing vessel caused the barge to move suddenly, crushing the welder's foot between the barge and the pile.

Photo of open pile wharf





INJURY

The welder sustained broken bones to his foot. To date, he has undergone two operations. It is anticipated he will be off work for some months.

HAZARD IDENTIFICATION

The company hazard register did not identify the above scenario as a potential hazard. This was in breach of the following sections of the HSEA, namely:

Section 6

which, inter alia, requires employers to take all practicable steps to ensure the safety of employees at work; and in particular to take all practicable steps to ensure that while at work, employees are not exposed to hazards in their place of work.

Section 7

which requires every employer to ensure that there are in place effective methods for

- a) systematically identifying existing hazards to employees at work; and
- b) systematically identifying (if possible before, and otherwise as, they arise) new hazards to employees at work; and
- c) regularly assessing each hazard identified, and determining whether or not it is a significant hazard.

Sections 8, 9 & 10

which respectively require employers to take all practicable steps to eliminate, isolate or minimise significant hazards.

ACTION TAKEN

The MSA has issued an Improvement Notice instructing the company that no further work is to be conducted on the barge until either of the following has been actioned by them:

- The hazard is minimised by the provision of adequate sized fenders of sufficient quantity between the barge and adjacent wharves/other fixed or floating object to protect employees, or
- The danger to employees is eliminated by repositioning the barge so that the side on which employees are working does not abut a fixed or floating object.

Axis Engineering have agreed to provide written confirmation to the MSA that the above practices will be adhered to at all times.

Axis Engineering advise they have taken the following steps:

- The procedure for provision of safe working areas on floating plant has been added to the Operations Manual, incorporating the provision of adequate sized fenders between adjacent wharves/other fixed or floating objects and the positioning of the floating plant such that the work area is away from adjacent wharves/other fixed or floating objects.
- The hazard – sudden movement of the vessel against wharf plies has been added to our hazard register.
- The hazard has been brought to the attention of employees as an item on the agenda at our staff toolbox meeting and by notice on the staff noticeboard.