

MTI - Back Injury Investigation



Back Strain When Alighting Baker Atlas Pressure Control Unit

18th February 2004 – Moomba 116 Lease

Baker Atlas First Alert: MOO022721

Presented to: DRILLSAFE 17th June 2004

Presented By: Jaafar Aluzri – Baker Atlas

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- **Summary of Events:**
 - **Stand-alone e-line operations on Moomba 116. Spread consists of logging truck, crane and 3-tonne flat bed truck with grease injection pressure control skid.**
 - **At approx 12:30 hrs, after rigging up and RIH, Injured Party (IP) climbs on board the flat bed truck to check grease pump skid pressure setting.**
 - **After completing his task, IP elects to jump down from flat-bed deck rather than use fixed step.**
 - **IP jolts lower back and feels pain.**

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- **Typical “stand-alone” Operations**



Pressure Skid Truck

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Landing Position after jumping from flat bed deck



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- **Medical Findings:**
 - **18th Feb: IP visits RFDS in Moomba. No bony injury found (or excluded). Some reduction in movement and flexion. Bed-rest and simple pain killers prescribed**
 - **19th Feb a.m: IP revisits RFDS. Advised to visit medic in Adelaide for consultation.**
 - **19th Feb p.m: Adelaide doctor visit. No treatment given, but will reassess Monday 23rd Feb.**
 - **23rd Feb: employee is fit to return to modified / restricted duties from 23 – 27 Feb.**

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- **Review of Incident Findings:**
 - Although the flat-bed has been used for 4 years and has a factory-fixed step to access the deck, taking a short-cut and jumping from the deck has potential to cause injury.
 - Hazard was properly identified several months prior to the incident and a solution was engineered and submitted to a local vendor to fabricate guard rails.
 - At the time of the incident, permanent guard rails and steps to prevent accidental or deliberate misuse of access points were in their final stage of manufacturing.
 - Since the incident, modifications have been completed on the flat bed trucks. Additionally, other vehicles have been assessed for slip / trip / fall hazards.

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Truck Modified with Rails and Steps



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Truck Modified with Safety Rails



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- **Other Related Points:**
 - IP had worked in Moomba with BA since December 2000.
 - Several days before incident, IP had received a warning letter for misbehaviour in the camp.
 - IP then submitted resignation notice.
 - IP was due to leave Moomba the day after the incident.
 - In future, people that resign will be sent out of the field on next available flight.