



HSSE ALERT

Communicating Unplanned Events within Ceres

Slip & Fall on RORO Stern Ramp

22-002

Event Description:

Recently during one of our RORO operations, an auto driver was attempting to board a van on the stern ramp. As he was attempting to board, his foot slipped, and he fell backwards resulting in a significant fracture to his lower leg.

Errors and Defects:

The incident investigation revealed that the RORO van had improperly stopped on the stern ramp instead of on the dock, to pick up the passenger. The ramp incline and condensation from the night temperature, created a slippery surface to enter the van.

Stopping on the stern ramp to board passengers can create a hazardous boarding area and can lead to rushing to get the van off the ramp. One other Contributing Factors in this incident were identified as potential rushing, to complete the short job, and the condensation on the stern ramp.

Preventative Actions:

- Passenger vans during RORO Operations must not stop on the stern ramp to allow workers to enter/exit vans. A designated pickup zone on the dock, away from the ramp should be used since the dock has ample room to board/exit the vans on a flat level surface.
- The longshoreman at the ramp must be alert in preventing workers from walking up ramps during discharge operations and ensure that vans stop away from the ramp to board/discharge passengers.

- Superintendents and Foremen must routinely inspect work areas for slippery walking/working surfaces and warn workers of these hazards.
- During short work-shifts, safe work practices must be maintained and enforced. “Short-cuts” create greater risk to injuries and property damage.
- Recommend CAUTION sign being placed at the base of stern ramp (See figure below)



Figure 1: Proposed Caution Signage

- Communicate to all employees and labor to use designated loading and drop off zones, away from the stern ramp. Create passenger loading zone areas with signage.

