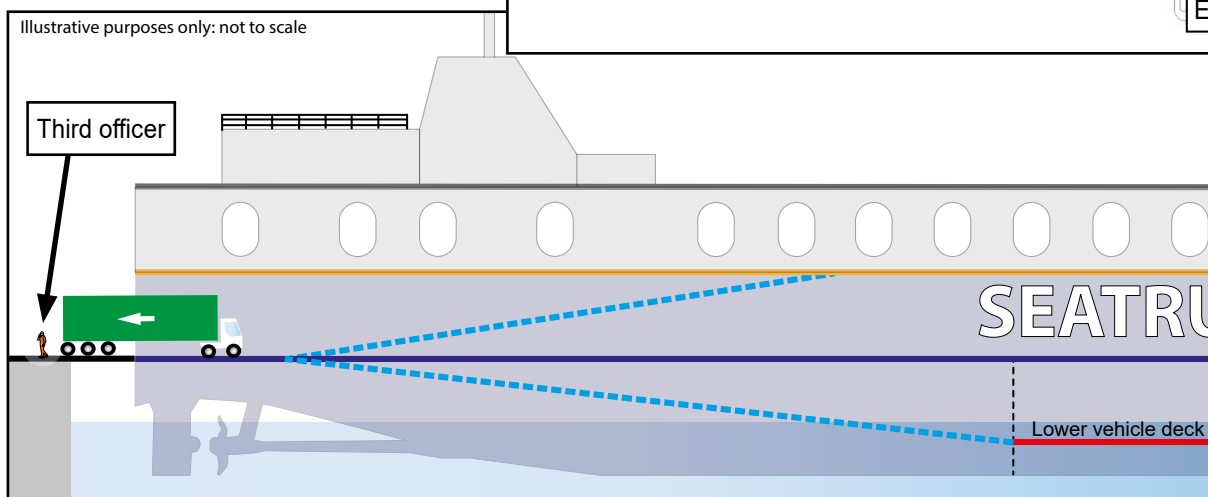
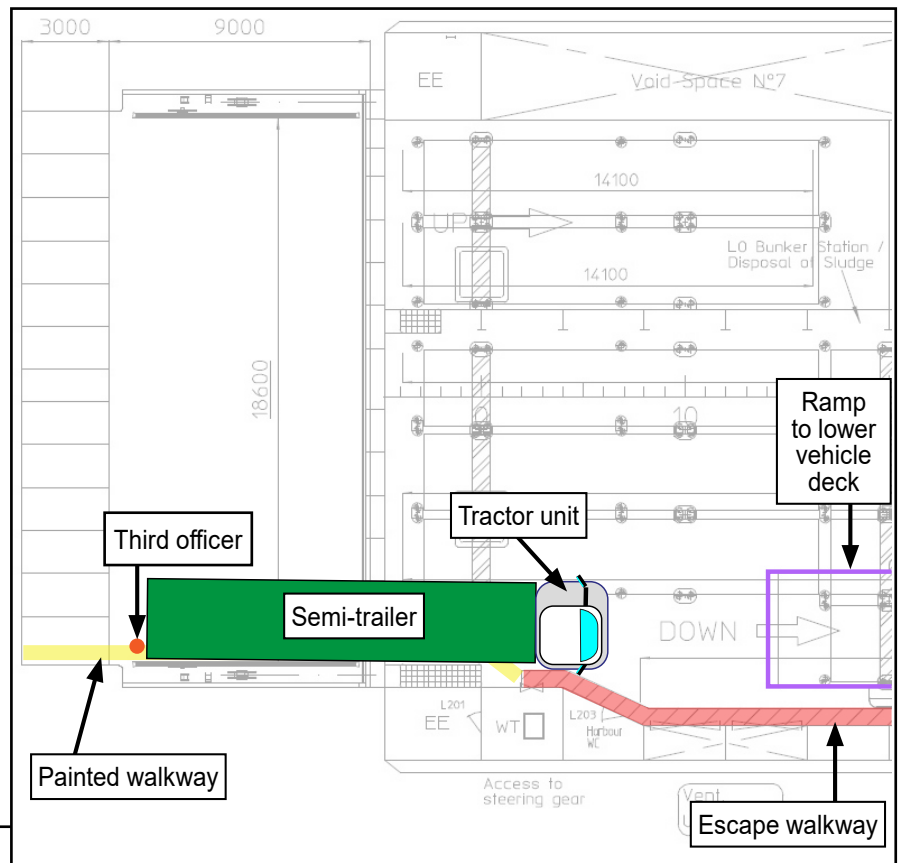


## SAFETY FLYER TO THE SHIPPING INDUSTRY

### Crew fatality during cargo discharge from *Seatruck Progress*, 15 May 2019

#### Narrative

On 15 May 2019, semi-trailers were being discharged from the Isle of Man registered ro-ro freight ferry, *Seatruck Progress*, in Brocklebank Dock, Liverpool, UK. The ferry's stern ramp was the only means of access for vehicles and pedestrians. The vessel's third officer, who was overseeing the cargo operations, was struck and fatally injured by a semi-trailer that was being pushed down the vessel's stern ramp to the quayside (**Figure 1**). The driver of the tractor unit pushing the semi-trailer stopped immediately but the third officer was trapped between the trailer's rear wheels and was pronounced life extinct by attending paramedics.



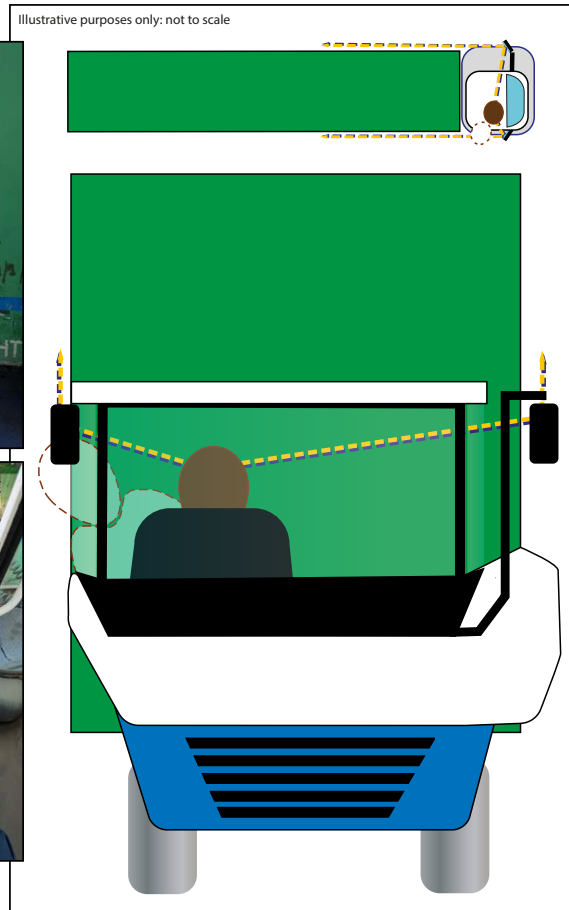
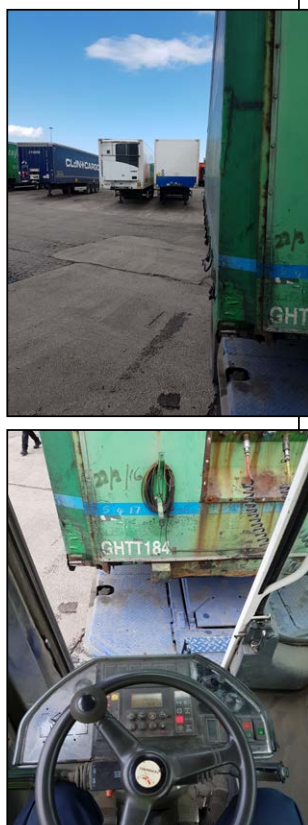
**Figure 1:** *Seatruck Progress* with the semi-trailer and the third officer on the stern ramp

The third officer was talking on his mobile telephone and was facing down the ramp, away from the direction of the semi-trailer's approach, when he was struck. He probably did not hear the trailer approaching amongst the noise from cargo operations on other decks, and he was standing away from a pedestrian walkway that was painted along the starboard edge of the ramp.

The tug driver was unable to see the third officer due to the semi-trailer blocking his view ahead (**Figure 2**) and he was not expecting any pedestrians to be on the stern ramp.

## Safety lessons

- ‘Smartphone zombie’ and ‘smombie’ are used in popular culture to describe pedestrians who walk slowly and without attention to their surroundings because they are focused on their smartphones. Seafarers are not immune from such effects and, although mobile telephones provide a ready means of contact with friends and family, their use on working decks and other workspaces on board ships is a distraction and is potentially hazardous.
- When the stern ramp is the only means of access for pedestrians and vehicles, it is clear in the applicable codes of practice that either a protected walkway or other means of segregating vehicles and pedestrians is provided. Procedures based on a policy of ‘see and be seen’ are fraught with danger.
- Painted walkways on vehicle ramps and decks that are not protected are liable to be encroached upon by vehicles and are not safe unless other measures to control pedestrian access and vehicular traffic are also implemented. They are even less safe if they are not used.



**Figure 2:** Driver's view ahead when pushing a semi-trailer

This flyer and the MAIB's investigation report are posted on our website: [www.gov.uk/maib](http://www.gov.uk/maib)

For all enquiries:  
Marine Accident Investigation Branch  
First Floor, Spring Place  
105 Commercial Road  
Southampton  
SO15 1GH

Email: [maib@dft.gov.uk](mailto:maib@dft.gov.uk)  
Tel: 023 8039 5500

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### Extract from The United Kingdom Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 – Regulation 5:

“The sole objective of the investigation of an accident under the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be the purpose of an such investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.”

#### NOTE

This safety flyer is not written with litigation in mind and, pursuant to Regulation 14(14) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

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