

From: [SOC Safety \(TFS\)](#)
To: [WST Info \(DoJ\)](#)
Cc: [SOC Safety \(TFS\)](#); [Cosgrove, Mike \(DPFEM\)](#); [Morrisby, Troy \(DPEM\)](#); [Harper, Jeffrey \(TFS\)](#); [Smith, Jeremy \(TFS\)](#)
Subject: Incident Notice Form - [REDACTED] and [REDACTED]
Date: Friday, 1 February 2019 5:30:57 PM
Attachments: [Incident Notice Form - \[REDACTED\].pdf](#)
[Incident Notice Form - \[REDACTED\].pdf](#)

Good Afternoon

Please find attached Incident Notice Forms for [REDACTED] and [REDACTED] in relation to the rollover incident which occurred on Thursday 31 January 2019.

An investigation into this incident is currently pending.

Kind Regards

Alex Williams
State Safety Advisor

Tasmania Fire Service
Mobile 0447 831322
safety@fire.tas.gov.au | www.fire.tas.gov.au



INCIDENT NOTICE FORM



A person conducting a business or undertaking must immediately notify WorkSafe Tasmania by the fastest possible means of any notifiable incident, as defined in sections 35 to 37 of the *Work Health and Safety Act 2012*. This form must then be submitted by the person conducting a business or undertaking within 48 hours of that initial notification.

Incident details (includes for example a fire, explosion, infrastructure collapse, chemical spill/leak or electric shock)

This is to notify of a: <input type="checkbox"/> Death <input checked="" type="checkbox"/> Serious Injury <input type="checkbox"/> Serious illness <input type="checkbox"/> Dangerous incident	
Date of incident: 31 January 2019	Incident address: [REDACTED] Geeveston
Time of incident: 16:23	Postcode: 7116
Specific area at the workplace where the incident occurred: [REDACTED] Geeveston	
Provide a description of the incident including any plant involved: Tasmania Fire Service can confirm two volunteer firefighters have been injured following a rollover on private property on [REDACTED] at Geeveston. The firefighters were participating in firefighting activities on private property during the afternoon of 31 January 2019 when the four-wheel drive light tanker they were traveling in rolled over.	

Person's injury/illness and treatment details (if appropriate)

First name: [REDACTED]	Surname: [REDACTED]
Date of birth: [REDACTED]	Contact phone: [REDACTED]
Residential address: [REDACTED]	Postcode: [REDACTED]
Occupation:	
Relationship to the entity notifying: <input type="checkbox"/> Worker <input type="checkbox"/> Self-employed <input type="checkbox"/> Member of public <input type="checkbox"/> Labour hire worker <input type="checkbox"/> Contractor <input type="checkbox"/> Group training <input checked="" type="checkbox"/> Other (specify): Volunteer Fire Fighter	
Description of injury/illness: Compression fracture of a vertebrae.	
Did the worker receive treatment following the injury/illness?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Was the injured person admitted to hospital?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Which hospital? Royal Hobart Hospital	
What treatment was received? [REDACTED] was transported to the Royal Hobart Hospital by the Westpac Rescue Helicopter with non-life threatening injuries. MRI was undertaken.	

Version Control and Change History

Version Number	Approval date	Approved by	Amendment
IS-FORM-011 1.1	7 August 2015	Director of Industry Safety	1

Details of the business or undertaking notifying of the incident:

Legal name of person/business or undertaking: State Fire Commission		
Trading name of business: Tasmania Fire Service		
ABN: 68 039 681 690	ACN:	
Business address: GPO Box 1526, Hobart		Postcode: 7000
Phone: 6173 2478	Mobile: 0418 125 858	Email: mike.cosgrove@dpfem.tas.gov.au
Main business activity: Emergency Services		

Details of actions taken to prevent a recurrence of the incident:

Describe any action taken following the incident to prevent a recurrence of the incident: Investigation pending.
Describe any longer term action proposed to prevent a recurrence of the incident: Pending investigation outcomes.

Incident notifier's details:

First name: Alexandra	Surname: Williams
Position at workplace: WHS Officer	Phone:
Email: alexandra.williams@dpfem.tas.gov.au	
Is this the person that should be contacted for further information? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If no, provide the details contact details below for the appropriate person should further contact be required.	
First name: Michael	Surname: Cosgrove
Position at workplace: WHS Manager	Phone: 0418 125 858 / 6173 2478

Returning this completed form:

When this form is completed it can be sent by any of the following means: <ul style="list-style-type: none"> Emailed to: wstinfo@justice.tas.gov.au Posted to: PO Box 56, Rosny Park Tas 7018 Faxed to: (03) 6173 0206

Questions and further information:

If you have any questions or require further information you can: <ul style="list-style-type: none"> Search our website worksafe.tas.gov.au Phone our Helpline on 1300 366 322 (outside Tasmania (03) 6166 4600) Email wstinfo@justice.tas.gov.au
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Version Control and Change History

Version Number	Approval date	Approved by	Amendment
IS-FORM-011 1.1	7 August 2015	Director of Industry Safety	1

INCIDENT NOTICE FORM

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Incident details (includes for example a fire, explosion, infrastructure collapse, chemical spill/leak or electric shock)

This is to notify of a: <input type="checkbox"/> Death <input checked="" type="checkbox"/> Serious Injury <input type="checkbox"/> Serious illness <input type="checkbox"/> Dangerous incident			
Date of incident: 31 January 2019	Incident address: [REDACTED] Geeveston		
Time of incident: 16:23	Postcode: 7116		
Specific area at the workplace where the incident occurred: [REDACTED] Geeveston			
Provide a description of the incident including any plant involved: Tasmania Fire Service can confirm two volunteer firefighters have been injured following a rollover on private property on [REDACTED] at Geeveston. The firefighters were participating in firefighting activities on private property yesterday afternoon (31 January 2019) when the four-wheel drive light tanker they were traveling in rolled over.			

Person's injury/illness and treatment details (if appropriate)

First name: [REDACTED]	Surname: [REDACTED]
Date of birth: [REDACTED]	Contact phone: [REDACTED]
Residential address: [REDACTED]	Postcode:
Occupation:	
Relationship to the entity notifying: <input type="checkbox"/> Worker <input type="checkbox"/> Self-employed <input type="checkbox"/> Member of public <input type="checkbox"/> Labour hire worker <input type="checkbox"/> Contractor <input type="checkbox"/> Group training <input checked="" type="checkbox"/> Other (specify): Volunteer Fire Fighter	
Description of injury/illness: Head injury and bruising to left side of shoulder and back of shoulder.	
Did the worker receive treatment following the injury/illness?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Was the injured person admitted to hospital?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Which hospital? Royal Hobart Hospital	
What treatment was received? [REDACTED] has had chest and wrist x-ray. Released from hospital today 1 February 2019.	

Version Control and Change History

Version Number	Approval date	Approved by	Amendment
IS-FORM-011 1.1	7 August 2015	Director of Industry Safety	1

Details of the business or undertaking notifying of the incident:

Legal name of person/business or undertaking: State Fire Commission		
Trading name of business: Tasmania Fire Service		
ABN: 68 039 681 690	ACN:	
Business address: GPO Box 1526, Hobart		Postcode: 7000
Phone: 6173 2478	Mobile: 0418 125 858	Email: mike.cosgrove@dpfem.tas.gov.au
Main business activity: Emergency Services		

Details of actions taken to prevent a recurrence of the incident:

Describe any action taken following the incident to prevent a recurrence of the incident: Investigation pending.
Describe any longer term action proposed to prevent a recurrence of the incident: Pending investigation outcomes.

Incident notifier's details:

First name: Alexandra	Surname: Williams
Position at workplace: WHS Officer	Phone:
Email: alexandra.williams@dpfem.tas.gov.au	
Is this the person that should be contacted for further information? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If no, provide the details contact details below for the appropriate person should further contact be required.	
First name: Michael	Surname: Cosgrove
Position at workplace: Manager, WHS	Phone: 0418 125 258 / 6173 2478

Returning this completed form:

When this form is completed it can be sent by any of the following means: <ul style="list-style-type: none"> Emailed to: wstinfo@justice.tas.gov.au Posted to: PO Box 56, Rosny Park Tas 7018 Faxed to: (03) 6173 0206

Questions and further information:

If you have any questions or require further information you can: <ul style="list-style-type: none"> Search our website worksafe.tas.gov.au Phone our Helpline on 1300 366 322 (outside Tasmania (03) 6166 4600) Email wstinfo@justice.tas.gov.au
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Version Control and Change History

Version Number	Approval date	Approved by	Amendment
IS-FORM-011 1.1	7 August 2015	Director of Industry Safety	1

From: [Williams, Alexandra \(DPFEM\)](#)
To: [WST Info \(DoJ\)](#)
Cc: [Smith, Jeremy \(TFS\)](#); [Morrisby, Troy \(DPEM\)](#); [Cosgrove, Mike \(DPFEM\)](#)
Subject: Investigation Report - New Norfolk 5.1 Rollover at Kermandie River Road
Date: Thursday, 28 February 2019 10:42:05 AM
Attachments: [image001.png](#)
[Crash Investigation NN 5 1 Rollover at \[REDACTED\] \(Final\).docx](#)

Good Morning

Please find attached, Investigation Report for the vehicle (New Norfolk 5.1) rollover at [REDACTED] which occurred on 31 January 2019.

Please do not hesitate to contact me if you need any further clarification.

Kind Regards

Alexandra Williams

Work Health and Safety Officer
People Support | People and Culture

Department of Police, Fire and Emergency Management

Police | TFS | SES | FSST

Temple House | 55 Argyle Street, Hobart

P: 03 6173 2153 | alexandra.williams@dpfem.tas.gov.au



Ref:



BUSINESS AND EXECUTIVE SERVICES

INVESTIGATION REPORT**Crash Investigation
New Norfolk 5:1 Roll Over
[REDACTED] Geeveston****31 January 2019****Persons Involved:-**

[REDACTED] - Volunteer Fire Fighter (Driver)
[REDACTED] - Volunteer Fire Fighter (Passenger)
Stuart Conway – Sector Commander
[REDACTED] – Dozer Driver

Investigation conducted by:-**SSO Peter Tavaszi 4 February 2019**

Incident Summary:-

On 31 January at approximately 16:23 [REDACTED] and [REDACTED] were involved in a vehicle rollover accident in the paddock behind [REDACTED] Geeveston.

[REDACTED] sustained a head injury and bruising to the left side of her shoulder and to the back of her shoulder. [REDACTED] had a chest and wrist x-ray and was released from hospital on 1 February 2019.

[REDACTED] was transported to the Royal Hobart Hospital by the Westpac Rescue Helicopter with non-life threatening injuries. An MRI was undertaken which showed [REDACTED] had sustained a compression fracture of a vertebrae.

Incident Timeline:-

10:00	New Norfolk Crew 5:1 - [REDACTED] (Driver) and [REDACTED] (Passenger) left New Norfolk Station for a 12:00 briefing at Geeveston Station.
12:00	Arrived at Geeveston Station for the briefing. No formal briefing conducted.
	They received a message over the radio to go to [REDACTED], Geeveston. They met with Stuart Conway (Sector Commander) and were tasked to follow a dozer which was operated by [REDACTED] until they reached Riley's Creek Road.
	[REDACTED] was putting in place a dozer line for burn off later in the day and they were directed to follow the tree line to Riley's Creek Road. They followed the dozer approximately 10 meters behind.
	The dozer was working along terrain which was very steep. As they proceeded they found themselves on steeper gradient and in a dangerous position and asked Stuart for direction.
	It was decided to relocate the line further away from the trees, down the hill to a safer location. Stuart advised them to turn around and come back through and if they found an exit to take it and get out of the unsafe area. They could not locate an exit at this stage.
	[REDACTED] proceeded on an alternative route which [REDACTED] and [REDACTED] found too dangerous to follow.
	They backed down on the bottom side of the track while the dozer worked in front of them. They attempted to get back onto the track but could not get over the loose sandy dirt. They asked [REDACTED] to move the loose dirt down into the fence line to make it safer for them to get out.
	A safe exit in the distance was identified by [REDACTED] to get back onto the track and they thought it looked safe from their vehicle.
16:23	They proceeded forward towards the exit route for approximately 3 meters when the front right hand side wheel went into a ditch hidden by the long grass. The vehicle slipped sideways and rolled down the hill.
	Indications were the vehicle rolled 6 times for approximately 30 meters from the initial slip and ended up on its wheels.
	[REDACTED] exited the vehicle through a broken window in the passenger door.
	[REDACTED] remained seated until medical assistance arrived.

Incident Scene Photographs:-











Key Findings from the Investigation:-

Dozer:

- The dozer was an old TD20 fitted with a bull blade, and had a root rake fitted below the blade.
- This did not provide a smooth track construction as the root rakes leave a track construction more like farrow blades making the track rough with loose dirt.
- Indications were the dozer operator was not given clear instructions on how to construct a track suitable for Tasmania Fire Service (TFS) appliance travel.

New Norfolk Crew and Appliance:

- Witness reports suggest they were not given clear directions as to their role on the day, some advice was given when danger signs started to appear.
- The crew found themselves in a position which proved catastrophic while trying to remove themselves from the danger zone.
- The vehicle was travelling across a steep slope of 30 degrees plus and had half a tank of water on board which added approximately 290kg of weight high on the vehicle affecting their centre of gravity.

Additional Findings:-

An onsite inspection was completed at 12:00 hours 4 February 2019. The information received from the witness's confirmed findings at the scene. All the tyre tracks, slip marks, the description of the track construction and direction of travel were correct.

- **Terrain:** Side of a North Easterly facing hill, bottom side of tree line.
- **Slope:** Slope area where roll over occurred was measured at 30 degrees using an Inclinator. There were numerous lower points, slip off areas which would have increased the angle.
- **Soil:** Vehicle had moved from soft sandy soil where the dozer was working to a hard surface where the roll occurred.
- **Grass height:** Low.

Vehicle Inspection:-

The vehicle was a New V8 model (TFS459) in excellent condition. It was found to be carrying only half a load of water approximately 290 litres of water. The water tank was fitted with internal Baffles (North –South) and (East –West).

Conclusion:-

The Dozer was working across a steep slope with the wrong type of blade and track construction and with limited instruction. The New Norfolk crew followed the dozer along the track as directed. They followed the Dozer and started to realise how dangerous their position was. They stopped to ask advice about the dangers and an alternative route to get themselves out danger. Unfortunately they took advice from the Dozer Operator who thought he could see a safe route for them to exit the area.

The New Norfolk crew took his advice and viewed the area from the vehicle without getting out and checking. They proceeded forward when the vehicles wheels slipped down a small unseen low point. As the vehicle was already at angle of approximately 30 degrees the sudden slip to the right would have caused the water in the tank to slosh sideways pushing the vehicle outside of its centre of gravity consequently rolling the vehicle.

Recommendations:-

Action	Assigned to	Due date
Clearer directions to dozer operators regarding the construction of tracks to enable TFS vehicles to traverse them safely, cutting into the high side and levelling out the track.	Develop and deliver a Plant Managers and Line Locators course - Operational Training Assistant Director.	September 2019
Selection of dozers need to be considered, correct type of blade for safe TFS (all firefighting agency's) vehicle travel.	Multi Agency Coordination Group. Review Contractor/Plant register held by STT to determine plant suitability and minimum standards. Position to be communicated at the Multi Agency pre-season brief Launceston.	September 2019
All Dozers should have an accompanying experienced line locator determining a safe route.	Identify current skilled personnel to determine adequate capability. Develop and deliver a Plant Managers and Line Locators course - Operational Training Assistant Director.	September 2019
Clearer briefings and directions to crews need to be carried out highlighting all dangers and not to put themselves in a dangerous position, if not sure ask questions.	Southern Region IMT - Included in incident action plans and local briefing of crews. Regional Officers South, North and North West to include information at District briefings.	Commenced and ongoing Include information for safe off road driving at all District Briefings
Remind crews of SOLTAD i.e. you get a different prospective of the terrain out of the vehicle than inside. (Dangers would have been spotted).	Southern Region IMT - Included in incident action plans and local briefing of crews.	Commenced and ongoing
Remind crews of the dangers travelling across steep slopes with full and half full tanks of water. This lowers the centre of gravity however increases water slosh which will contribute to a roll over. If there is no immediate fire danger, emptying the water tank to exit a danger area could be an option.	Southern Region IMT - Included in incident action plans and local briefing of crews.	Commenced and ongoing
Review all Off Road training material and COOLs and add pertinent instruction regarding these recommendations.	Operational Training Assistant Director	April 30 2019

Communication to be prepared and sent out to all teams regarding this incident and learnings.	State Safety Unit	Completed 6/2/2019
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From: [Hull, Geoffrey \(DoJ\)](#)
To: [Williams, Alexandra \(DPFEM\)](#)
Subject: RE: Investigation Report - New Norfolk 5.1 Rollover at [REDACTED]
Date: Tuesday, 5 March 2019 10:27:00 AM
Attachments: [image001.png](#)

Hello Alexandra,

I've reviewed the investigation report and am satisfied that the PCBU has taken reasonably practicable actions to mitigate the risk of this type of incident re-occurring. Regular reinforcement and reminders to all staff to stop if they are unsure of a situation and seek advice and/or assistance should help with maintain a high level of awareness and achieve the desired outcomes. I will now complete this in our data base. Cheers

Regards

Geoff Hull

TEAM LEADER – SOUTHERN INSPECTORATE | WORKSAFE TASMANIA
 DEPARTMENT OF JUSTICE

(t) (03) 6166 4686 | (f) (03) 6173-0206
 PO Box 56, Rosny Park TAS 7018
geoffrey.hull@justice.tas.gov.au | www.worksafe.tas.gov.au

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From: Williams, Alexandra (DPFEM) <Alexandra.Williams@dpfem.tas.gov.au>
Sent: Thursday, 28 February 2019 10:42 AM
To: WST Info (DoJ) <WST.Info@justice.tas.gov.au>
Cc: Smith, Jeremy (TFS) <Jeremy.Smith@fire.tas.gov.au>; Morrisby, Troy (DPEM) <Troy.Morrisby@police.tas.gov.au>; Cosgrove, Mike (DPFEM) <Mike.Cosgrove@dpfem.tas.gov.au>
Subject: Investigation Report - New Norfolk 5.1 Rollover at [REDACTED]

Good Morning

Please find attached, Investigation Report for the vehicle (New Norfolk 5.1) rollover at [REDACTED] which occurred on 31 January 2019.

Please do not hesitate to contact me if you need any further clarification.

Kind Regards

Alexandra Williams

Work Health and Safety Officer

People Support | People and Culture

Department of Police, Fire and Emergency Management

Police | TFS | SES | FSST

Temple House | 55 Argyle Street, Hobart

P: 03 6173 2153 | alexandra.williams@dpfem.tas.gov.au





Incident Type: Serious Injury; Department of Police Fire and Emergency Management (Tas) | INC-414



Incident Address: [REDACTED] Corrina TAS 7321, Australia; Injured Person: [REDACTED]

Closed

14/07/2021 12:58



Type	Incident	Assignee
Created By	Portal Integration	Jo Venn
Updated By	Jo Venn	
Created Date	13/11/2020 15:36	Assigned Team
Updated Date	14/07/2021 12:58	Northern

Organisation Details

Primary Organisation *

Department of Police Fire and Emergency Management (Tas)
ORG-12136
Active

Other Organisations

Online Notification Data - Organisation

Online Organisation Legal Name

Department of Police Fire and Emergency Management

Online Organisation Trading Name

Department of Police Fire and Emergency Management

ABN

19 173 586 474

ACN

Business Address

47 Liverpool Street, Hobart Tasmania 7000, Australia

Preferred Phone Number

61361732153

Email

Alexandra.williams@dpfem.tas.gov.au

Main Business Activity

Police, Fire and Emergency Managment

Incident Notifier Details

Notifier *

WILLIAMS, Alexandra
PER 4797
Active

Notification Method *

Online

Notification Date *

Notification Time *

15:36

Notified To *

Matt McLean

Instructions to Notifier**First Name**

Alexandra

Last Name

Williams

Position at Workplace

WHS Consultant

Preferred Phone Number

6131732153

Email Address

alexandra.williams@dpfem.tas.gov.au

Preferred Contact for this Incident**Notifier ***

WILLIAMS, Alexandra

 PER 17/97

 Active

Notification Method *

Phone

Notification Date *

13/11/2020

Notification Time *

16:00

Notified To *

Philip Newman

Instructions to Notifier**Preferred Contact for this Incident****Incident Details****Incident Date**

11/11/2020

Incident Time

22:30

Incident Description *

Vehicle rollover (1993 Mazda Light Truck - marked SES rescue truck) whilst responding to MVA in wet conditions. Driver sustained minor injury's, discharged from hospital 9 hours post incident.

Incident Description (Provided Online)

At approximately 10:29 pm on 12 November 2020 [REDACTED] was responding to a roll-over crash near Corinna. She was in transit via the [REDACTED] approximately 9.5 kilometers west of the Waratah town boundary. She negotiated a down-hill right hand corner in wet conditions. On exiting the corner the rescue truck has veered off to the left hand side of the road, only to then over-correct across to the opposite side of the [REDACTED], roll-over, and come to rest on its passenger side in bushland.

Waratah TFS and Rosebery SES also in transit to the Corinna crash located the overturned truck. [REDACTED] was reportedly trapped and hanging by her seat belt, however she was eventually able to self-recover with assistance. Police attended and she returned a 0.00 breath test result. [REDACTED] complained of a shoulder injury and general soreness. She was conveyed to the North West Regional Hospital by Ambulance Tasmania where she had CAT scans of her head, neck and abdominal region. She was cleared of serious injury at 03:30 13 November 2020.

The rescue truck sustained damage but the full extent is not known at this stage. It is being recovered overnight and will be removed to TFS Three Mile Line. The recovery is being managed by SES Regional Officer Mr Damian Hingston.

[REDACTED] was discharged from hospital at 8:00 13 November 2020.

The vehicle involved was a 1993 Mazda Light Truck (marked SES rescue truck) registration EV9837.

Incident Type *

Serious Injury

Nature of Serious Injury/Illness *

Admission as inpatient in a hospital

Fatality? *

No

Is Incident Notifiable? *

Yes

Incident Address *

Waratah Rd, Corinna TAS 7321, Australia
ADD 14028
Active

Incident Address - Online Form

[REDACTED], Corinna TAS 7321, Australia

Specific Location

9.5 Kilometres west of Waratah town boundary

Priority

A - Serious Injury/Illness

Action taken following the incident to prevent its recurrence

Longer term action proposed to prevent the recurrence of the incident

Injured Person Details

Injured Person *

[REDACTED]
PER-4798

Comments

19/11/2020, had a meeting with Mr Damian HINGSTON (Regional Officer for SES), Mr HINGSTON informed me [REDACTED] was feeling ok with just some soreness and bruising.

- The vehicle involved was last serviced on the 10/03/2020 with 42875 kms on the clock and no faults where found Mr HINGSTON is going to supply me with the odometer reading at the time of the accident.
- The IP had not received any advanced or defensive driver training, but did hold a light truck licence.
- The IP had passed and received her light truck licence on the 20/10/2020 where she had undergone training and assessment from AJL training.
- Mr HINGSTON stated that he didn't think [REDACTED] had previously traveled that part of the road and was possibly the first time she had driven the truck in a real life situation on her own.
- The police report stated they had no concerns that speed was an issue and the IP returned an 000 blood alcohol reading.
- The scene was attended by TAS police, the Heavy Vehicle Regulator as well as DPFEM Engineering services.
- There is very little damage to the vehicle, this would suggest that it was a low speed rollover.

During my conversation with Mr HINGSTON I recommend that inexperienced workers should be paired up with more experienced workers to gain knowledge and experience. Mr HINGSTON stated that this is done when possible but can be hard to do at small sites like the west coast when there is normally only one person on call per shift.

As the maintenance of the vehicle was upto date, the IP held the appropriate license, and was not admitted to Hospital as an inpatient I recommend NFA as it doesn't seem to be a notifiable incident.

Inspector

Michael Rawlings

Date

Team Leader Comments

Comments

The vehicle roll-over incident resulted in relatively low severity injuries arising from the injured worker's inexperience (recently gained truck driver licence) and cornering on the steep slopping, wet public road. Parts of this road is very winding and unforgiving. Drugs, alcohol, fatigue, vehicle maintenance and speeding not an issue. No value in further WorkSafe enquiries. Other regulatory agencies with more experience and expertise in MVAs involved finding no issues of concern.

Team Leader

Anthony Warwick

Date

Compliance Manager Comments & Recommendations

Comments**Recommendations**

Compliance Manager

Date



Department of Justice



CONFIRMATION OF INCIDENT NOTIFICATION

Date of Notification: 13/11/2020

Reference Code: INC-414

Notification Method: Online

Sent to (Notifier):

Full Name: Alexandra Williams

Position: WHS Consultant

Phone: 6131732153

Email: alexandra.williams@dpfem.tas.gov.au

Organisation Details

Legal Name: Department of Police Fire and Emergency Management

Trading Name: Department of Police Fire and Emergency Management

ABN: 19 173 586 474

ACN:

Business Address: 47 Liverpool Street, Hobart Tasmania 7000, Australia

Contact Phone: 61361732153

Email: Alexandra.williams@dpfem.tas.gov.au

Main Business Activity: Police, Fire and Emergency Management

Best Contact

Full Name: Alexandra Williams

Position: WHS Consultant

Phone: 6131732153

Email: alexandra.williams@dpfem.tas.gov.au

Incident Details

Incident Type: Dangerous Incident

Nature of Incident: • Collapse, overturning, failure, malfunction, damage of registered plant

Date and Time: 11/11/2020 22:30

Address: [REDACTED] Corinna TAS 7321, Australia

Specific Location: 9.5 Kilometres west of Waratah town boundary

Description:

At approximately 10:29 pm on 12 November 2020 [REDACTED] was responding to a roll-over crash near Corinna. She was in transit via the [REDACTED] approximately 9.5 kilometers west of the Waratah town boundary. She negotiated a down-hill right hand corner in wet conditions. On exiting the corner the rescue truck has veered off to the left hand side of the road, only to then over-correct across to the opposite side of the [REDACTED], roll-over, and come to rest on its passenger side in bushland. Waratah TFS and Rosebery SES also in transit to the Corinna crash located the overturned truck. [REDACTED] was reportedly trapped and hanging by her seat belt, however she was eventually able to self-recover with assistance. Police attended and she returned a 0.00 breath test result. [REDACTED] complained of a shoulder injury and general soreness. She was conveyed to the North West Regional Hospital by Ambulance Tasmania where she had CAT scans of her head, neck and abdominal region. She was cleared of serious injury at 03:30 13 November 2020. The rescue truck sustained damage but the full extent is not known at this stage. It is being recovered overnight and will be removed to TFS Three Mile Line. The recovery is being managed by SES Regional Officer Mr Damian Hingston. [REDACTED] was discharged from hospital at 8:00 13 November 2020. The vehicle involved was a 1993 Mazda Light Truck (marked SES rescue truck) registration EV9837.

Action taken to preserve the scene and ensure the safety of others:Longer term action proposed to prevent the recurrence of the incident:**Injured Person(s) Details**Full Name:DOB:Address:Occupation:Relationship to Entity:

Volunteer

Description of Injury:

Bruising and muscle soreness

Treated:

No

Admitted to Hospital:

Yes

Hospital:

North West Regional Hospital



Preservation of Incident Site

A person conducting a business or undertaking (PCBU) must ensure (so far as is reasonably practicable) that the site where a notifiable incident occurred is not disturbed until an inspector directs otherwise.

The following situations are exempt from this requirement:

- to assist an injured person
- to remove a deceased person
- when it is essential to make the site safe or to reduce the risk of a further notifiable incident happening
- when it is associated with a police investigation
- when an inspector or the regulator gives permission.

End of Incident Notification Details