

## CLOSE CALL: Blasting

**Location:** Vancouver Island

**Date:** April 25, 2018

**Details of Close Call / Serious Incident / No injury:** The road construction lead operator (\*1) granted access to Forest Planners stopped at a “Blasting Area. No Entry Without Clearance” sign.

The Planner’s intention was to drive to 8km (\*2) on the mainline and then into a spur to park at (\*3), and then walk up into their work site (\*4).

The road construction lead assumed the Planners were working at 8km on the mainline, outside the blast danger zone. The Planners were given clearance and assumed they could work off the spur. The Planners were approximately 100 metres below the blast when the shot was detonated (\*5).

\*Note: refer to the map on the next page.

### Contributing factors:

- The spur was not checked or barricaded prior to blast as it was deemed too brushy to access.
- The Planners had outdated maps for the area that did not show the new road construction.
- There were two active road construction sides in the area, each with a drill.
- No clear work plan was communicated between the parties. Too many assumptions were made and not enough questions asked to clarify the work plans.

### Learnings & Suggestions:

- The Blaster should ensure all spurs within the blast danger zone are checked, guarded and/or barricaded prior to initiating a blast.
- Forest workers planning to work in/near an active road construction area will meet (face-to-face) with the lead operator to develop a clear work and communication plan.
- Planners should use the most up-to-date mapping as part of their office / pre-work review.

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