



- [Mining & safety home](#)
- [Mining, exploration & petroleum](#)
- [Geoscience & resource information](#)
- [Safety & health](#)

[Mines home](#) > [Safety & health](#) > [Mining safety & health](#) > [Investigations, inquiries and inquests](#) > [Mining wardens inquiries](#) > Malcolm Peter WOLFENDEN

Malcolm Peter WOLFENDEN

Findings and Recommendations

The Mines Regulation Act 1964

Findings and recommendations of reviewers and mining warden following an inquiry into fatal injuries received by Malcolm Peter Wolfenden at Greenvale mine site on 5 october 1990 warden's court of Queensland mining warden's court Ingham 22 april 1991

Before: Mr W S Christensen, esquire Warden

Reviewers:

- MR J A BOWYER
- MR B J HEMBROW
- MR L J HICKS
- MR W INGLEDEW

Appearances:

- MR J GRIEVES, inspector of mines
- MR S G DURWARD (instructed by Messrs Crosby, Brosnan and Creen) on behalf of Queensland Nickel Pty Ltd
- MR W M BOULTON (instructed by Sciacca & Assoc) for the widow and the father of the deceased
- MR S YATES, district workers' representative

Findings:

We find -

Name of deceased: Malcolm Peter Wolfenden

Date of death: 5 october 1990

Location of death: Greenvale mine site Queensland Nickel Pty Ltd

Nature of accident:

As to the nature of the accident, the reviewers find that the accident which resulted in the death of Malcolm Peter Wolfenden occurred at the Greenvale mine site of Greenvale Nickel Proprietary Limited on the 5th day of october 1990 when an empty Wabco fifty haul pack dump truck driven by Mr Wolfenden came into collision with a loaded dump truck of the same kind, driven in the opposite direction by one, Elvin Wise. The accident occurred while the deceased was negotiating a bend in haul road number seventy-five, at which time he lost control of the vehicle and collided with the other truck.

The reviewers find that the accident was caused:

- By the road surface not being constructed of a suitable base material.
- By the road surface being slippery due to recent watering.
- By the dump truck driven by the deceased entering the bend at too greater speed for existing road conditions.

Recommendations:

The reviewers' recommendations are as follows:-

- All haul road pavements should be either firstly constructed of suitable base material to eliminate or reduce slippery driving conditions on wet pavement surfaces. Or secondly, where suitable base materials are not used, designed with consideration to available materials, as to eliminate or reduce slippery driving conditions on wet pavement surfaces, provided that appropriate maximum speed control signs shall be erected at strategic locations.
- That all drivers assigned to water cart duties receive special training in the use of watering facilities.
- That all drivers using the haul roads receive as part of their training, special instruction on anti-slip procedures, and that each driver receive training updates in respect of those procedures annual.

This is the findings of the reviewers.

Report of the Warden:

It is for me to make a report and my report will be that I agree with the findings of the reviewers as to the nature and cause of the accident.

The inquiry is closed.

22 april 1991.

Last Updated 21 October 2007

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Great state. Great opportunity.