

DDAS Accident Report

Accident details

Report date: 21/07/2005	Accident number: 419
Accident time: 10:40	Accident Date: 21/01/2002
Where it occurred: Pump 7, Malanje - Cangandala Road, Malanje Province	Country: Angola
Primary cause: Inadequate survey (?)	Secondary cause: Unavoidable (?)
Class: Other	Date of main report: 20/04/2005
ID original source:	Name of source: NPA
Organisation: Name removed	
Mine/device: AT (unrecorded)	Ground condition: route/path
Date record created: 21/07/2005	Date last modified: 21/07/2005
No of victims: 3	No of documents: 1

Map details

Longitude:	Latitude:
Alt. coord. system: Not recorded	Coordinates fixed by:
Map east:	Map north:
Map scale:	Map series:
Map edition:	Map sheet:
Map name:	

Accident Notes

inadequate investigation (?)

no independent investigation available (?)

Accident report

The Demining group made available an accident report in 2005. The following is a lightly edited version of that report, with identifying names removed.

[The Demining group] undertook this task from 17th January – 7th February 2002. The aim was to demine manually around seven water pumps along the road Malanje – Cangandala to facilitate the rehabilitation. No mine was found in this task.

On 21st January 2002 a mine accident involving nine employees occurred when a DAF truck was manoeuvring in order to park and download the demining equipment. The group were

working at the seventh water pump that was located 70 m (parking and resting area) from the accident spot.

The accident area had been the playground in the village that normally children use to play soccer since 2000. In addition, vehicles from an NGO and World Food Programme had been manoeuvring in the same area for food distribution

According to the Traditional Leaders, the accident site is located in front of a previous UNITA trench line, which was established during the war in 1998-1999.

Details of accident:

The team arrived in the local, approximately 10:40, and tried to park the vehicles in the usual parking area. The right rear of the truck set off an AT mine. The truck was projected to approximately 7 metres high. In the same time five occupants at the back of the truck were projected violently due to the blast effect. [Nine named victims were recorded in the Demining group's accident spreadsheet, from which I infer that four were in the cab.] Six victims were listed as having suffered no injury.]

All victims were evacuated immediately to Malanje city hospital.

In the same day, the Mine Action Deputy Programme Manager travelled from Luanda to Malanje for the accident investigation also to give all necessary support, mainly for the employees' medical treatment. Next day, he went to the accident spot and approximately 16:40 o'clock, the truck was moved out of the accident area.

The mine was located at approximately 50 m from the village, 60 m from the base line and 10 m from the road.

The crater was 1 meter deep and 2.5 meters diameter. No sign of the mine type was found.

Blocks of earth were found in the crater giving indications that it was an old AT mine.

Some wheel tracks were seen in the spot giving indications that another vehicles have been driven over that particular area.

The mine was between the trench line (that had been covered with earth) and the road. Due to the way that the accident area had been used, there was not any suspicion to be mined.

With evidences found, the conclusion is that the mine was really laid during the wartime and other mines had probably been laid. Everything indicates that it was a plastic mine due to the absence of any mine metal piece and the projection of the truck indicated that it was a powerful mine.

The armoured platform at the back of the truck protected the personnel against the blast effect. This reduced to some extent the shock wave effect that could affect the persons standing near the spot and also the Toyota Land Cruiser.

There was not proper information gathering before the task. The information provided by the Traditional Leader (after the accident) regarding the use of the area, as a military position in the past, would have made [the Demining group] staff judge the situation in a different way (before starting the task).

The previous mine accidents on the road verges should also be taken into consideration, thus nobody should be allowed to drive a vehicle outside the road even if other vehicles were doing so.

Victim Report

Victim number: 548

Name: Name removed

Age:

Gender: Male

Status: supervisory

Fit for work: presumed

Compensation: not made available
Protection issued: Not recorded

Time to hospital: not recorded
Protection used: None

Summary of injuries:

INJURIES
severe Chest

COMMENT

No medical report was made available, The Victim suffered a "broken rib".

Victim Report

Victim number: 549
Age:
Status: deminer
Compensation: not made available
Protection issued: None

Name: Name removed
Gender: Male
Fit for work: not known
Time to hospital: not recorded
Protection used: None

Summary of injuries:

Minor face

COMMENT

No medical report was made available. The Victim suffered "broken teeth and difficulties to urinate".

Victim Report

Victim number: 550
Age:
Status: deminer
Compensation: not made available
Protection issued: None

Name: Name removed
Gender: Male
Fit for work: not known
Time to hospital: not recorded
Protection used: None

Summary of injuries:

INJURIES
severe Foot

COMMENT

No medical report was made available. The Victim suffered a "broken foot".

Analysis

The primary cause of this accident is listed as "*Inadequate survey*" because the investigator determined that a more thorough questioning of locals over previous activity in the area would have led to caution over using the parking area. The secondary cause is listed as "*Unavoidable*" because many others also used the area and the group had no reason to suspect that it was mined before the accident.

The investigation is listed under "Notes" as inadequate because it did not give details of the medical treatment, time to hospital or final condition of the victims.