

DDAS Accident Report

Accident details

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| Report date: 19/07/2011 | Accident number: 774 |
| Accident time: Not recorded | Accident Date: 24/03/2007 |
| Where it occurred: Kandahar-Grishk road, Kokaran village, Ward 7, Kandahar Province | Country: Afghanistan |
| Primary cause: Field control inadequacy (?) | Secondary cause: Management/control inadequacy (?) |
| Class: Missed-mine accident | Date of main report: None |
| ID original source: (14) | Name of source: UNMACCA |
| Organisation: [Name removed] | |
| Mine/device: TC 2.4 AT blast mine | Ground condition: not recorded |
| Date record created: | Date last modified: 19/07/2011 |
| No of victims: 0 | 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 (?)
inadequate training (?)
dog missed mine (?)
mine/device found in "cleared" area (?)
non injurious accident (?)

Accident report

The only report of this accident that has been made available to date is a UNMACCA Lessons Learned document. Its conversion into a DDAS file has led to some of the original formatting being lost. Text in square brackets [] is editorial. This record will be revised if more information becomes available.

The document is reproduced below, edited for anonymity.

LESSONS LEARNED SUMMARY MINE INCIDENT (DISCOVERED) ON KANDAHAR-GRISHK ROAD 24 MARCH 2007

INTRODUCTION

As an antitank mine TC-2.4 was discovered by a SITA construction company on the Kandahar-Grishk road during levelling work on 24 March 2007, Mr. [Name removed] the Quality Management Assistant for AMAC South conducted an investigation in accordance with UNMACA Standard Work Procedures.

SUMMARY

The area is located in Kokaran village ward # 7 of Kandahar province along the roadside. During the Soviet supported regime period, the area was being used by the government forces and the Mujahedin have mined the road to stop regime's move toward Western districts.

After completion of technical survey on 22 May 2004, the clearance of the area started by MDG # 17 and it was completed on 30 May 2004.

On 24 May 2007, in this area while the SITA construction company was levelling the roadside (road shoulder), the top of a TC-2.4 (Italian Antitank) mine has been appeared. The company's representative reported that case to the AMAC and the AMAC sent the QMA to the area for further investigation. The mine found 80 Cm from the paved road in had 90 Cm depth. According to local reports, after mine plantation in this area, about 100 Cm extra soil has gradually aggregated over the original surface of the ground.

CONCLUSIONS

The investigation concluded their findings as:

- This specific portion of the task has not been suitable to be cleared by MDD
- This portion of the area should be excavated down up to 100 Cm to the original surface of the ground using manual clearance team.
- It has been understood that survey team failed to collect all the useful and required information about the mined area status, extra soil aggregation, depth of mines etc.
- Report indicates that incorrect decision has been made by road project as they deployed MDG for clearance of this area while a manual team should have been deployed there.

RECOMMENDATIONS

Technical survey teams are to collect necessary and useful information about background of the area, status of mines, etc and these information should be presented to the respective tasking body; this will enable the tasking body appropriate and effectively task the assets.

The clearance team leader and supervisor are also recommended to complete his information about the background of minefield; this will help them to plan the clearance operations smoothly and effectively. For instance, if the clearance team would investigate more about this specific minefield and would aware of the 100 Cm extra soil, this mine might not be missed.

Signed: [Name removed], Chief of Operations UNMACA, Kabul, Afghanistan

Analysis

The primary cause of this accident is listed as a *Field Control Inadequacy* because the investigators found that the wrong procedures (using Mine Detecting Dogs) has been used in the area. It is not clear why a well trained MDD could not find an AT mine in an area where soil had built up, but if that is the experience with the training of the dogs being used, it was a significant *Management Control Inadequacy* for field controllers to be deployed who did not know the limitations of the MDD. Accordingly, the secondary cause is listed as a *Management Control Inadequacy*.

The “Inadequate investigation” listed under notes refers to the absence of a full accident report. The UN supported MACCA has failed to make these widely available for some years, so ignoring the requirements of the IMAS. It is noteworthy that the Afghan national staff have been more responsible over sharing data than those internationals who presume greater responsibility.