

2-3-1992

DDASaccident284

Humanitarian Demining Accident and Incident Database
AID

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DDAS Accident Report

Accident details

Report date: 18/05/2006	Accident number: 284
Accident time: not recorded	Accident Date: 03/02/1992
Where it occurred: not made available	Country: Kuwait
Primary cause: Inadequate equipment (?)	Secondary cause: Inadequate equipment (?)
Class: Missed-mine accident	Date of main report: [No date recorded]
ID original source: KMOD 47/SER 34	Name of source: Various/AVS 2001:K7a
Organisation: Name removed	
Mine/device: Type 72 AP blast	Ground condition: sandy
Date record created: 19/02/2004	Date last modified: 19/02/2004
No of victims: 1	No of documents: 1

Map details

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

Accident Notes

no independent investigation available (?)

inadequate investigation (?)

inadequate metal-detector (?)

Accident report

The details of Kuwait Boards of Inquiry are considered 'Commercial in Confidence'. The following summary is gathered from various documentary and anecdotal evidence made available during the research. All anecdotal evidence is drawn from sources who were in Kuwait at the time of the accident.

The victim had arrived in Kuwait on 20th August 1991, so had been working there for five and a half months.

The demining group were a commercial company with a time penalty on their work. International staff were paid very well. The group worked in three-man teams with a two-man drill. They used the Schiebel AN-19 detector.

Sources report that all the mines in Kuwait were originally surface laid without booby trapping. This is presumed to be because self-removal of the mines at a later date was planned.

The demining team were working in a surface laid anti-tank minefield in which the tank mines has Type 72 anti-personnel mines around them. The orientation of the minefield was known with the anti-personnel mines ranged around the tank mines at 3, 9 and 12 O'clock towards the anticipated enemy.

At the anti-tank mine where the accident occurred, one anti-personnel mine was visible, one had detonated, but the mine at 12 o'clock was missing. The victim approached the anti-tank mine from behind, sweeping with his detector. As he advanced, he stepped on the Type 72 anti-personnel mine. He was using a Schiebel AN-19 detector.

The victim's partner went to his assistance and gave first aid. The Victim's heel was missing and his foot was bandaged for the MEDEVAC by helicopter. His foot was later amputated surgically in hospital.

Compensation details for this accident were not available, but "normal" ex-pat compensation was reported to have been \$500,000 for a permanently disabling injury. There were reported to have been problems arranging insurance at this period in the industry. Insurance was arranged through a third party (another commercial company). The ultimate insurer is reported to have paid out claims for considerably more than the premium during the first year, which may explain why insurance premiums have remained unrealistically high for ex-pats in the industry.

Sources among the ex-pat employees of the demining company at the time all agree that it was known that the Schiebel could not reliably locate Type 72 mines below the surface of the sand and that the management was fully aware of this fact.

Victim Report

Victim number: 360	Name: Name removed
Age:	Gender: Male
Status: deminer	Fit for work: presumed
Compensation: US\$500,000 (?)	Time to hospital: not recorded
Protection issued: Frag jacket	Protection used: not recorded
Helmet	
Short visor	
Trousers/leggings	

Summary of injuries:

AMPUTATION/LOSS

Leg Below knee

COMMENT

No medical report was made available.

Analysis

The primary cause of this accident is listed as "*Inadequate equipment*" because the victim was attempting to find a Type 72 mine with a detector that could not reliably locate it. This fact was known to management who had not taken measures to replace the detectors or change the methods used.

There is a paucity of reliable data for many of the accidents that occurred in Kuwait. If any reader has additional detail, please send it for inclusion.