

9-9-2004

# DDASaccident416

Humanitarian Demining Accident and Incident Database  
*AID*

Follow this and additional works at: <https://commons.lib.jmu.edu/cisr-globalcwd>

 Part of the [Defense and Security Studies Commons](#), [Peace and Conflict Studies Commons](#), [Public Policy Commons](#), and the [Social Policy Commons](#)

---

## Recommended Citation

Database, Humanitarian Demining Accident and Incident, "DDASaccident416" (2004). *Global CWD Repository*. 616.  
<https://commons.lib.jmu.edu/cisr-globalcwd/616>

This Other is brought to you for free and open access by the Center for International Stabilization and Recovery at JMU Scholarly Commons. It has been accepted for inclusion in Global CWD Repository by an authorized administrator of JMU Scholarly Commons. For more information, please contact [dc\\_admin@jmu.edu](mailto:dc_admin@jmu.edu).

# DDAS Accident Report

## Accident details

<b>Report date:</b> 08/07/2005	<b>Accident number:</b> 416
<b>Accident time:</b> 10:32	<b>Accident Date:</b> 09/09/2004
<b>Where it occurred:</b> Punnalaikadduwan village, Valikamam South, Jaffna Province	<b>Country:</b> Sri Lanka
<b>Primary cause:</b> Unavoidable (?)	<b>Secondary cause:</b> Unavoidable (?)
<b>Class:</b> Excavation accident	<b>Date of main report:</b> 10/09/2004
<b>ID original source:</b> JA-132 / LK-225 SP	<b>Name of source:</b> SP
<b>Organisation:</b> Name removed	
<b>Mine/device:</b> P4Mk2 P4Mk1 AP blast	<b>Ground condition:</b> bushes/scrub hard hidden root mat
<b>Date record created:</b> 08/07/2005	<b>Date last modified:</b> 08/07/2005
<b>No of victims:</b> 1	<b>No of documents:</b> 1

## Map details

<b>Longitude:</b>	<b>Latitude:</b>
<b>Alt. coord. system:</b> Sri Lankan Grid	<b>Coordinates fixed by:</b> GPS
<b>Map east:</b> 0122205	<b>Map north:</b> 0505419
<b>Map scale:</b> Punnalaikadduwan	<b>Map series:</b> IMSMA
<b>Map edition:</b> 09.09.2004	<b>Map sheet:</b> GIS Arc Explorer 4.0
<b>Map name:</b> 1 : 10000	

## Accident Notes

no independent investigation available (?)  
long handtool may have reduced injury (?)  
use of rake (?)  
inadequate investigation (?)

## Accident report

The demining group involved made available its accident report during October 2004. The report was compiled in IMSMA format and is summarised below.

“Clearance” was in progress during what was recorded as a “Technical survey”. Confusion over the distinction between survey and clearance was apparent at the time.

“Navigation: Take B71 road 10 kilometres from Jaffna towards Palaly Airport. Stop 300 metres before big junction (left- Erlalai right-Atchuvely) and find a gas station in the right. In the spot, minefield LK-225 is in left side of the road, starting 50 metres away. Accident spot is 70 metres to Northeast from gas station.

“Mine clearance was on-going in minefield LK-225, Punnalaikadduwan, when blast occurred at 10:32 am.

“Incident spot terrain is hard, red clay type soil with vegetation. Soil is softened before raking by moisturizing it with plenty of water. Antipersonnel mine was situated in a clear clay spot without rocks and partly surrounded by approximately 5 year old tree. There were not disturbing objects around.



[The picture above shows the accident site with the small crater alongside the stumps of a small tree.]

“Section leader and paramedic came to spot and found deminer ok. Nevertheless, against deminer’s will, he was sent to Jaffna Teaching hospital to have a medical check done. Later on the hospital doctor found deminer being in great condition.

“Team leader conducted medevac routines according to Standard Operative Procedure, stopping all the demining in the minefield, evacuating team to admin area, counting personnel and closing the incident lane to remain untouched. Furthermore, he informed [Demining group] Jaffna administrator, technical advisor and the headquarters.

“There is no definite explanation for how the incident happened. According to deminer, he used his tools slowly and correctly letting the rake to come towards himself by its own weight while pulling. Visual appearance of the incident lane supports this claim. Deminer’s raking tracks are visible, 50 cm in length and symmetrical.

“Shape of the explosion crater is small 30 cm x 30 cm x 15 cm and perfectly round shaped, which slightly leads to a conclusion that P4 was laid in normal horizontal (pressure plate upwards) position. It is possible, that P4 was damaged and missing parts of its pressure plate and therefore more sensitive.”

Photographs showed the victim wearing a long [extended apron] and long visor. They also recorded a small upper right arm abrasion. [Deminers with this group wear T shirts and have exposed arms.]



[The picture of the damaged rake shown above is of an SOP approved 2-tine rake. The tines appear worn so that they do not “hook” as shown in the group’s SOPs, but this may have been caused by the blast. The tines have been splayed by the blast.]

### Victim Report

<b>Victim number:</b> 543	<b>Name:</b> Name removed
<b>Age:</b>	<b>Gender:</b> Male
<b>Status:</b> deminer	<b>Fit for work:</b> yes
<b>Compensation:</b> Not appropriate	<b>Time to hospital:</b> Not recorded
<b>Protection issued:</b> Frontal apron Long visor	<b>Protection used:</b> Frontal apron, Long visor

#### Summary of injuries:

INJURIES

minor Arm

COMMENT

No medical report was made available.

#### Analysis

The primary and secondary cause of this accident are listed as “*Unavoidable*” because it seems likely that the deminer was working as directed to approved SOPs when the initiation occurred. It is possible that the rake tines were worn and misshapen, but this may have occurred in the blast.

The accident investigation is listed as “*Inadequate*” under “Notes” because statements were not taken and the investigator failed to record the Victim’s name or light arm injury. The use of extended PPE and long visor may have helped prevent injury, but no damage to the PPE was recorded. The provision of arm-cover (long sleeves were an IMAS requirement in 2004) might have prevented the only injury sustained.



The picture above shows the PPE in use at the time of the accident.