**Weekly Safety Topic Interaction with Heavy Mobile Equipment and Pedestrians**

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| This week’s safety topic will focus on the interaction of heavy mobile equipment and pedestrians. Discuss situations and/or locations where mobile equipment may interact and pose a risk to pedestrians or ground personnel. These may be locations where personnel frequently cross roads, parking lots, or tie down points. What about loading docks and the interaction of truck drivers and vendors? Has the site considered that truck drivers, vendors and visitors may not be familiar with site procedures such as loading dock requirements? A PFE occurred in November, 2016 when a semi-truck driver was struck by the back of a forklift. The driver was walking back to his trailer after he had gathered blocking material needed for loading. As a forklift operator was backing out of a separate trailer, the truck driver stepped into the path of the forklift and was struck. This was the truck driver’s first time at the property. |

Has your site considered the risk of personnel working in areas such as maintenance shops, warehouse yards, leach pads, etc. where they are in close proximity to mobile equipment? Recently an individual working on a leach pad was nearly struck by a loader when the individual operating a UTV entered the loader’s blind spot. Perform a pre-task evaluation to identify critical controls that will be implemented to separate individuals from interaction with heavy mobile equipment. Berms, safe distance requirements and restricted access are potential controls. Design or configure walkways and yards to isolate personnel from equipment. A fatal event occurred in August, 2016 when a warehouseman walked in front of a wheel loader forklift which was carrying a container in the yard. The warehouseman was struck by the container and knocked to the ground and subsequently crushed by the front and rear tires on the right-hand side of the loader.

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| Ensure that there are controls in place to isolate or block (lockout) the movement or entry of equipment where personnel are working and consider warning devices and other communications to isolate behavioral influences. A fatal event occurred in August, 2016 when a contractor’s locomotive engines and flatbed cars entered a site’s acid unloading terminal at a high rate of speed and collided with a line of parked acid tanker cars parked at the terminal. Two employees were working on top of the parked tankers and a third was working on an elevated platform next to the tankers. The impact resulted in a derailment and displacement of the line of unloaded acid tankers causing two workers to be thrown off the rail tanker to the ground fatally injuring one employee. | |

**Sr. Leaders:**

* Have periodic engineering reviews of mine roads, intersections, light vehicle access, tie-down areas (haul truck staging areas), and heavy traffic areas such as shops been established and completed?
* Have work activities and areas such as warehouse yards, loading areas, parking lots, tie down areas, etc. been evaluated to ensure controls are in place that focus on eliminating the interaction between heavy equipment and pedestrians?
* Does leadership conduct periodic audits of these controls to verify use and effectiveness?
* Has your site evaluated and established emergency procedures for heavy equipment incidents that include the safe retrieval of personnel and traffic management protocol?
* Are contractors working on the site aware of the requirements to minimize and/or eliminate the interaction of heavy equipment with pedestrians?
* Have pedestrian crossings been established for walkways or paths wherever there is a regular interaction with heavy equipment and pedestrians?
* Are pedestrian crossings well signed and have adequate lighting?

**Front Line Supervisors:**

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| * Have employees received information about the safety controls used to reduce risk when working around heavy mobile equipment in new hire and refresher training? |

* Has a JSA been conducted to identify any potential fatal risk? Has this review been socialized with the employees involved in the task?
* Have your employees been provided the resources to complete maintenance activities in a safe manner?
* Are you in the field verifying controls are in place and mobile equipment interaction exposure to employees has been minimized?
* Did you place yourself in a position during field reviews that would expose you to hazards?
* Is there high risk behaviors that need to be corrected? Coaching opportunities?
* Are engineered vs administrative controls being used whenever possible (i.e. berms or jersey barriers vs. signage)?
* Is support equipment segregated from haul trucks in tie down areas?
* Are slots provided in berms for haul truck drivers/equipment operators to enter and exit the segregated areas?
* Is LOTOTO or another approved method being utilized to maintain control of equipment during pre-use inspections?
* Are procedures established for maintenance personnel to safely work on downed equipment in heavy equipment traffic areas?
* Has perimeter security been established when LOTOTO is not required but there is a need to communicate that equipment is in control of an operator?
* Have the following been established for fueling operations: equipment secured, pedestrian walkways defined, LOTOTO and/or perimeter procedures followed by all persons in the area?
* Are spotters being utilized when moving large equipment in and out of the shop?
* Are all employees and contractors on the ground around heavy equipment or light vehicles wearing reflective safety vests?

**Employees:**

* Has perimeter security been established when LOTOTO is not required but there is a need to communicate that you as an operator is in control of the equipment?
* Did you think through the task to identify where you may be exposed to or interact with mobile equipment?
* Have you communicated that you are entering an area where equipment is being operated?
* Are you putting yourself in the line of fire during maintenance repair or conducting work activities near mobile equipment?
* Do you use spotters when moving large equipment in and out of a shop?
* Do you wear reflective safety vests when working on the ground around heavy equipment or light vehicles?
* Do you use established walkways and berm slots?
* Do you feel comfortable utilizing your stop work authority when necessary?