

TRAFFIC CONTROL: HOW'S YOURS?

A few weeks ago, a scrap yard worker was run over by a tractor/trailer as the driver pulled away after dumping his load.

The victim showed the truck where to dump, then turned his back when the trailer was empty. The tractor was facing away from the victim, and apparently he assumed the driver would pull away from the pile in the same direction. He did not. Instead, the driver, having lost sight of the man on the ground, turned his wheels back toward the unseen victim and began to pull away. As he did, the back tandems caught the leg of the victim and pushed him down into the ground.

He died two days later.

When the OSHA inspector came, he wanted to see the operations traffic control plan. Now, virtually every scrap yard has a traffic control plan. Very few of them are written down. Most employees and managers can tell where each type of scrap is unloaded. Some yard have signs posted making this process smoother.

What about you? Consider these things:

- Where is a truck driver when you unload his trailer? In, or out of the cab?
- If out of the cab, is he wearing a hard hat, safety glasses, and hi-vis clothing?
- Your inspectors on the ground: How far do you want them away from vehicles/mobile equipment?
- Do your drivers/operators sound their horn before moving from a stopped position?
- Are your workers on the ground and in traffic areas wearing hi-visibility clothing?
- Have you established "NO-GO" zones around equipment like shredders, shears, loaders and material handlers?
- Are emergency personnel familiar with the layout of your operation so they can quickly respond to the exact location of an emergency?

Produced by the Institute of Scrap Recycling Industries
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