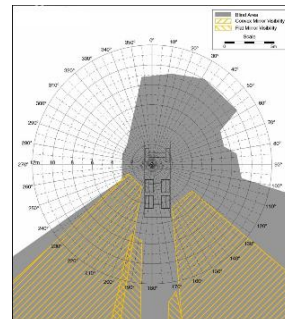


SE TX Hazard Alert - Vehicles Backing Up/Spotters/Flaggers (Dec 2021)

In FY 21 there were three fatalities and five serious incidents related to the hazard of backing vehicles. Work sites, particularly construction areas, may be noisy with multiple trades and activities occurring in close proximity to each other. Vehicles can have obstructed vision to the rear and around the vehicles presenting a hazard to employees when they move or back up. Flaggers and spotters are also at risk since they are usually in a potential line of fire. It's important that drivers, equipment operators, flaggers, spotters, and employees working around mobile equipment and vehicles are trained in safe work practices in order to prevent serious injury and death.



SE TX FY 21 Fatalities Related to Backing Up and Spotters/Flaggers



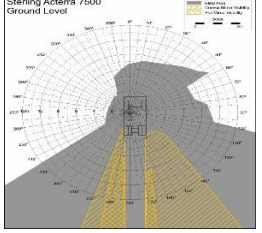


- A foreman was talking on the phone and walking on the side of the road when he was struck by a front-end loader that was backing up. The back-up alarms on the front-end loader were operational.
- Employee was a spotter on a road project issuing tickets to drivers pulling belly drop trailers. He provided a truck driver a ticket and the driver began to maneuver the truck into position. The employee was located on the side of a middle truck positioned on the eastbound lane. The lanes are blocked off for construction. He kneeled down to write up the next ticket and the other truck operator lost sight of his whereabouts and he was struck by the rear of the trailer dragging him approximately 6'- 7'. A co-workers shouted for the driver to stop the truck. They died at the site.
- Employee was standing on the tracks of a skid steer to rig it up to the bucket of an excavator when a dump truck backed up crushing him between the truck and the skid steer.

SE TX FY 21 Serious Injuries Related to Backing Up and Spotters/Flaggers

- A crew of employees were loading a truck. The truck driver wanted to adjust the plate that was loaded on the truck so the forklift operator placed the plate down and moving into position. The flagger was too close to the forklift and was struck by the forklift on his feet/leg possibly breaking it.
- Employee was a ground guide for a vehicle backing up. The driver of the vehicle did not see him and struck him with the vehicle fracturing his fibula and tibia in the left leg.
- Crew had just finished backfilling an excavation on a construction site and were putting lime on the soil. The operator of the mini excavator was backing up and ran over an employee. The employee was standing behind the excavator and he tried to move as he heard the back alarm but he slipped and tripped due to the muddy conditions. He suffered a broken left leg.
- Employee was working on a concrete spacer when a dump truck backed up and struck him fracturing his leg.
- An employee was checking the suspension under a trailer and the driver didn't know he was under the trailer and backed over him breaking his pelvis.

Take this opportunity to discuss vehicle safety and the hazards of backing up with your operators and workers and review your worksites and programs to evaluate their effectiveness including traffic control plans. These incident narratives can also be used as discussion points to talk with your work crews and discuss how they might have been prevented

There are number of resources available that discuss the hazards of vehicles and mobile equipment, backing up, flagger and spotter safety. The webpages below will have pages and links to other resources on best practices on preventing these types of incidents from occurring in the workplace.

<p>OSHA Safety and Health Topics Preventing Backovers</p> <p>https://www.osha.gov/preventing-backovers</p> <p>Information on OSHA related standards and Letters of Interpretation (LOI), backing safety solutions, and additional resources</p>	
<p>Workzone Safety</p> <p>https://www.workzonesafety.org/</p> <p>Look under Training, Hot Topics, and Flagger Information</p> <p>Posters on Flagging, Signs, and Blind Spots can also be ordered:</p> <p>https://www.workzonesafety.org/data-resources/public-awareness/posters/</p>	
<p>NIOSH Construction Equipment Visibility Diagrams</p> <p>https://www.cdc.gov/niosh/topics/highwayworkzones/bad/imagelookup.html</p> <p>Measures to Prevent Worker Injuries from Vehicles and Equipment</p> <p>https://www.cdc.gov/niosh/docs/2001-128/default.html</p>	
<p>ARTBA Transportation Development Foundation</p> <p>https://artbatdf.org/safety-center/resources/</p> <p>Lots of topics. Look under ‘Preventing Runovers and Backovers’ and under the ‘Toolkits’ there are toolbox talks that can be downloaded.</p>	
<p>TX OSHCON Service Vehicle Backing Safety Fact Sheet</p> <p>https://www.tdi.texas.gov/pubs/videoresource/fsvehiclebackin.pdf</p> <p>Safety tips on preventing backup incidents</p>	

This information has been developed by an OSHA Compliance Assistance Specialist and is intended to assist employers, workers, and others improve workplace health and safety. While we attempt to thoroughly address specific topics [or hazards], it is not possible to include discussion of everything necessary to ensure a healthy and safe working environment in this presentation. This information is a tool for addressing workplace hazards, and is not an exhaustive statement of an employer’s legal obligations, which are defined by statute, regulations, and standards. This document does not have the force and effect of law and is not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. It does not create (or diminish) legal obligations under the Occupational Safety and Health Act. Finally, OSHA may modify rules and related interpretations in light of new technology, information, or circumstances; to keep apprised of such developments, or to review information on a wide range of occupational safety and health topics, you can visit OSHA’s website at www.osha.gov. Incidents are based on the first report of injury and may not reflect the final determination if applicable. For questions contact Jim Shelton at the Houston North Area Office shelton.james@dol.gov.