

TRANSPORTATION FIRMS NEED TO HAVE FALL PREVENTION PLANS

Many injuries in Ontario's transportation sector are caused by falling from a height or slipping and falling on a surface.

Slips and falls in the trucking industry occur too often. A driver may slip while climbing in or out of a truck, or a loading dock worker may slip while unloading the truck. In either case, the result is often a sprain, a broken bone, or worse. Fractures are one of the most common injuries, and they usually leave the worker unable to work, and the employer scrambling to fill a gap.

According to the Workplace Safety and Insurance Board (WSIB), the bulk of the fractures in IHSA's member industries are suffered by truck drivers, loading dock workers, home builders, and lumberyard workers.

Three-point contact

A simple rule that often gets forgotten is the *three points of contact* rule. When truck drivers slip, it is usually because they did not use three-point contact.



Three-point contact

One hand and two feet, or two hands and one foot, are always on the truck while you're climbing up or down.

Additional rules to remember

In addition to maintaining three-point contact, remind your workers of the following rules:

- Check the ground for obstacles such as materials or a spill before getting out.
- Never climb down with anything in your free hand.
- After a long journey, climb out of the cab slowly in case your muscles are stiff.
- Face the cab when getting in or out.
- Grip the rails and handles firmly.
- Never use the door frame or edge of the door as a handle when you climb down.
- Never use the tires or wheel hubs as steps.
- Wear adequate footwear with good support and good grips.
- Be extra cautious in wet weather, when surfaces may be slippery.

Removing materials from a flatbed

Taking material off a flatbed requires special attention and the following reminders:

- If the load is attached by straps, stand to one side of the flatbed when you undo the ratcheting system. This will prevent the bar from hitting you if it kicks back.
- If the load is attached by chains, stand to one side when you take the wire off the load binder.
- When you release the straps or chains, always stand

near the part of the load that is still secured to the truck. This reduces the risk of something falling off the truck and hitting you.

Also, when unloading flatbeds, remind your workers to:

- Check that their boots don't have mud, snow, ice, grease, or anything else on them.
- Be sure the running board, tread, step, foothold, and platform are clean and dry before stepping on them.
- Ensure their foot is securely on the step, and they have a firm grip before stepping up.
- They are always aware of their surroundings.

Metal can be slipperier than wood or concrete. When metal dock boards or ramps get wet or have mud or grease on them, they can be dangerous. Remind your workers to be careful on metal surfaces, and that they never jump to the ground since it could be slippery or uneven.

Safety around loading docks

Loading docks and ramps are dangerous places. They are frequently crowded, heavy-traffic areas, and often wet. Metal dock plates can wear smooth and become very slippery. The edge of a dock plate in particular invites trips and falls.

Stepping backward near the edge of a dock can result in a dangerous fall. Many such falls could be prevented by portable railings, which can easily be installed at the edge of the dock. They are removed when a truck or tractor is at the dock, and replaced as soon as the truck or tractor leaves.

Proper housekeeping, well-designed traffic patterns, and abrasive, skid-resistant surface coatings will reduce the risk of slips, trips, and falls.

Ramps and gangplanks present hazards similar to those of loading docks. The slopes should be as gradual as possible, as wide as possible, and as dry as possible. They should also have skid-resistant surfaces.



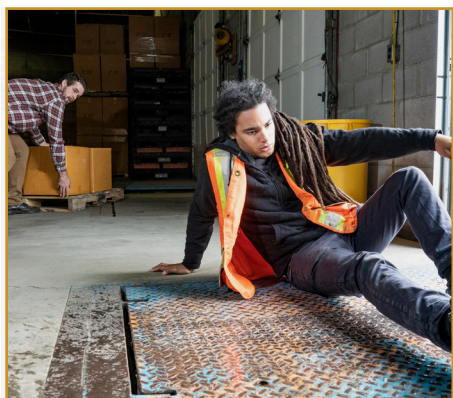
How IHSA can help

Visit IHSA.ca's **Safety Talk** page to download safety information that can be relayed to your drivers in just a few minutes.

Some of the many topics include:

- Tarping loads
- Slip and fall hazards for truck drivers
- Slips and falls—unloading structural steel
- Three-point contact—vehicles and equipment

ihsa.ca/resources/safetytalks



Rate Group 570 - General Trucking | Falls 2014-2018

Kind of Accident	2014	2015	2016	2017	2018	Grand Total
Fall on same level	394	235	316	285	335	1,565
Fall to lower level	269	243	235	216	249	1,212
Fall (not classified)	1		2	3	2	8
Fall (unspecified)	1	1		5		7
Grand total	665	479	553	509	586	2,792

Top 10 Kinds of Injury	2014	2015	2016	2017	2018	Grand Total
Nature or Category of Injury						
Sprains, strains, tears	233	145	200	210	269	1,057
Fractures	156	137	130	101	119	643
Bruises, contusions	62	51	59	68	93	333
Concussions	34	32	36	38	42	182
Nonspecific injuries and disorders	38	23	30	11		102
Traumatic injuries to muscles, joints, etc. (unspecified)	22	19	23	17	18	99
Sprains and bruises	30	14	21	15	13	93
Cuts, lacerations	16	12	11	10	6	55
Injuries to muscles, tendons, ligaments, joints, etc. (N.E.C.)	21	11	11	3	6	52
Dislocations	10	9	10	5	6	40
Grand total	622	453	531	478	572	2,656

Data source: WSIB/EIW current to September 2019, allowed lost time injuries, all fall accidents.