



SAFETY ALERT!!



Mid-Continent Assets - Rockies Safety Alert: The following Near Miss occurred on 02-23-09

→ Summary: A contract forklift operator was moving aluminum manifolds with an extended-boom forklift when the spotter (a second contract worker) maneuvered behind the forklift to move an aluminum manifold out of the way. When the spotter was manually moving the manifold, the spotter slipped on the muddy/wet surface falling directly in the path of the reversing rear, right forklift tire. Fortunately, the spotter pushed himself out of the way utilizing the moving tire and narrowly missed being run over by the forklift.

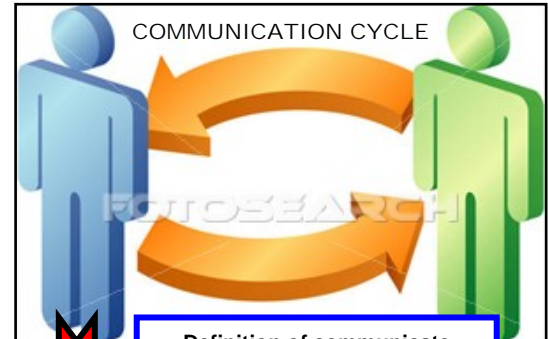


Rear window covered in mud



Right Mirror after it had been cleaned

Obstructed visibility and zero communication is a combination for failure with any forklift operation



Definition of **communicate** (Webster 1995) – convey, impart, converse or be connected, as rooms

It is imperative for the spotter and operator to communicate continuously!!



→ Root Cause(s): No communication, no procedure, no hold point on the JSA, forklift policy not strict enough, housekeeping NI, work package/permit NI, & pre-job briefing NI

→ Causal/Contributing Factors: The contract forklift operator could not see the spotter and continued reversing anyway; the spotter and forklift operator failed to communicate and keep a line of sight at all times.

→ Corrective Actions: The contractor will revise their forklift policy to include critical communications between spotter/operator; a procedure will be developed for forklift safety which will transpire to a properly filled-out JSA. All forklift personnel will be trained on these items. Furthermore, the forklift operator will be retrained.

- Lessons Learned:
- Verbal/Visual communication is imperative during any forklift operation
 - Pre-inspection equipment checklists are crucial for safe performance during the forklift task
 - Adequately detail all the anticipated procedures prior to performing the task
 - Any job scope change requires a new JSA
 - Provisions in the JSA must allow for hold point decisions



This is the location of the spotter when the forklift was reversing