

NATIONAL **2019**
FORKLIFT
SAFETY DAY  JUNE 11

MAKE EVERY DAY
NATIONAL
FORKLIFT
SAFETY
DAY!



As part of a commitment to raise standards and improve the safe operation of materials handling equipment, **the British Industrial Truck Association (BITA)** is championing the UK introduction of National Forklift Safety Day.

Established six years ago by the **Industrial Truck Association (ITA)** in the USA, **National Forklift Safety Day** is a global initiative aimed at raising awareness of the safe use of forklifts and the importance of proper operator training.



NATIONAL **2019**
FORKLIFT
SAFETY DAY

SEAT BELTS SAVE LIVES.

#NationalForKliftSafetyDay • #NFSD19 • #BITA

www.bita.org.uk



HSE WILL PROSECUTE SITE OPERATORS WHO DO NOT TAKE ADEQUATE MEASURES TO ENFORCE THE WEARING OF SEAT BELTS.

Steve Simmons-Jacobs,
HSE portfolio holder for industrial trucks.

KEY MESSAGES FOR 2019

National Forklift Safety Day is intended to promote safe use of forklifts and the importance of proper operator training.

BITA is leading the campaign in the UK and working closely with its members, together with supporting industry associations and other stakeholders, including the Health & Safety Executive, UKWA, FLTA, CFTS, RTITB, IMHX and others.

In conjunction with the HSE, the key message for the inaugural event is that **seat belts save lives** and that **management is responsible for ensuring operator restraints are always used.**

Although seatbelts are the most obvious restraint, other physical barrier devices, including door bars or cabins, and software solutions, such as speed monitoring devices and seatbelt interlocks, are also relevant and should be used where applicable.

Every employer must ensure that anyone supervising or managing the use of work equipment has received adequate health & safety training, including which methods should be adopted when using specific equipment, any risks which might arise and which precautions need to be taken.

Supervisors must always intervene when they observe unsafe practices such as the non-use of seat belts and where necessary, take remedial action.

Moving forward, the aim is to make every day National Forklift Safety Day.

OUR PARTNERS

Promoted by:



Supported by:



SEAT BELTS
SAVE LIVES.

MAKE SURE YOUR
OPERATORS ARE USING
THE RESTRAINT
PROVIDED.



- **WHERE SEAT RESTRAINTS ARE FITTED, THEY SHOULD BE WORN**
- **SEAT BELTS KEEP THE DRIVER SAFE WITHIN THE PROTECTIVE STRUCTURE OF THE TRUCK**
- **MANAGEMENT IS RESPONSIBLE FOR ENSURING THAT OPERATOR RESTRAINTS ARE BEING USED**

EVERY YEAR HSE INVESTIGATE FATALITIES DUE TO OVERTURN OF FORK LIFT TRUCKS, WHERE OPERATORS ARE NOT USING THE RESTRAINTS PROVIDED. IF MANAGEMENT SYSTEMS WERE ROBUST, WITH EFFECTIVE MONITORING ARRANGEMENTS OF RESTRAINTS SYSTEMS BEING USED BY DRIVERS, MANY OF THESE DEATHS WOULD BE PREVENTABLE.

Kanwal Kanda,
HSE Principal Inspector for workplace transport



MOUSETRAPPING

TIP-OVER INCIDENTS

Tip-overs are a disproportionately dangerous event. This is because the natural instinct to flee overrides the training to stay in the truck at the instant where a decision is required.

The rational sub-conscious will determine that the initial speed of overturn is low, the distance to safety short, and the escape window looks to be large.

However, the reality is that the overhead guard rapidly accelerates and pivots away from the victim, thus increasing the travel distance to reach safety whilst the window snaps shut. This is common referred to as **'mouse-trapping'**, and in the event, the purpose of the restraint is to keep the operator within the truck's protective structure.



IN THE EVENT OF A TIP-OVER

COUNTERBALANCE TRUCKS:

Stay with the Truck – **DON'T** Jump
Hold on Firmly
Brace the Feet
Lean Away from the Point of Impact



STAND-ON TRUCKS:

Step Off the Truck
Exit Away from the direction of the Fall
DON'T attempt to pass under the falling structure



On counterbalance trucks the risk of serious injury – or even death – to an operator in the event of tip-over will be significantly reduced if they wear a seat belt and it is the responsibility of the management to ensure they do so.

TRUCK TYPES

Sit on counterbalance trucks with a rated capacity up to, and including 10 tonnes, and sit-on single side-loading trucks, must be fitted with a restraint, device, or enclosure designed to address the risk of entrapment to the operator's head/body between the truck and the ground in the event of a tip-over.

TYPICALLY, THIS WILL BE A SEAT BELT, AND THE REQUIREMENT APPLIES TO ALL TRUCKS IRRESPECTIVE OF AGE.

For trucks over 10 tonne rated capacity, seat belts are not required if the stability characteristics of the truck are sufficient to prevent overturning, taking into account all the situations in which it is used.

For other truck types, principally end control and/or stand on operator position e.g. side-seated reach trucks and straddle trucks; risk assessment shows the risk of being trapped by the truck structure is low and it is better if the operator is not restrained so they can step off and away from the truck in the event of an incident.

TYPES OF RESTRAINT



SEAT BELT – most common and practical mode of operator restraint



ENCLOSED CABIN* – either with self-closing doors or door bars



DOOR BARS* – may be preferred option for frequent dismounting but when used in place of a lap belt these should be interlocked to the drive system

* Unlike seatbelts, door bars and enclosed cabs provide no protection against impact injuries within the cab's interior. This risk must be considered, especially where truck speed is relatively high. For this reason, many trucks with enclosed cabins are also fitted with seat belts, and these should also be used.

BEHAVIOUR MODIFICATION & MONITORING SYSTEMS

These are available to encourage drivers to adopt best practice and work safely.



WARNING LAMP – an indicator to the driver that the restraint is not being used



FUNCTIONAL RESTRICTION – inhibits drive or restricts speed and functionality (available as modification to existing trucks and an option for new ones. Likely to become a requirement on new trucks within five years)



SEQUENTIAL LOCKING – prevents driver from sitting on fastened seat belt (an option for some new trucks and likely to become a requirement on new trucks within five years)



BEACON – lights up when the truck drive is engaged but restraints are not being used



TELEMETRY – logs restraint use (a function now offered on some new trucks)



COLOURED BELTS – an orange seat belt won't contrast effectively against an orange high-vis jacket, therefore there is no 'one size fits all' solution to safety; every site must consider and address its own specific circumstances



MECHANICAL BELT INDICATOR – products are available which hold the unfastened seat belt in a position which is obvious to the operator and supervisor. The positioning of the belt makes use simpler and more intuitive

TRAINING

There is no such thing as a forklift licence so before authorising any employee to operate a truck, the employer must ensure proper training has been completed to guarantee competency.



TRAINING REQUIREMENT

- **BASIC TRAINING** – such as that provided by a third-party training provider. This will include an explanation of safety systems and truck stability.
- **SPECIFIC JOB TRAINING** – identifies on-site hazards and rules; relates to specific truck and loads
- **FAMILIARISATION TRAINING** – supervised practical experience of specific work activities
- **REFRESHER TRAINING** – ensures experienced operators continue to adopt safe working protocols
- **SUPERVISORS** – legislation stipulates supervisors have proper training to recognise safe and unsafe working practices, and intervene where necessary to maintain protocols

COMMON CAUSES OF TIP OVER INCLUDE:

- Turning too quickly, especially when unladen
- Sudden changes in speed and/or direction
- Driving with an elevated load or load carrying device
- Impact with kerb, pothole, or other object
- Impact with overhead obstruction, e.g. doorway
- Driving with a side-shifted or uncentered load
- Turning on, or traversing across, a slope or ramp
- Driving with the load downslope
- Wide loads
- Suspended (swinging) loads
- Driving off the ramp or dock edge
- Drive away, e.g. of lorry/trailer
- Manoeuvring with load raised
- Tilting the mast forward with an elevated load
- Driving on uneven surfaces
- Overloading
- Transporting large loads in strong winds
- Transporting liquids

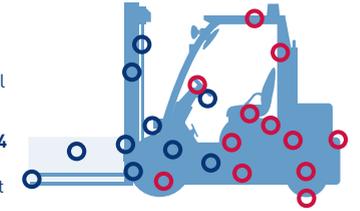


THOROUGH EXAMINATION

Some examinations only cover a fork truck's lifting mechanism, fulfilling the minimum requirements of Lifting Operations and Lifting Equipment Regulations 1998 (LOLER 98 – shown in blue).

The Provision and Use of Work Equipment Regulations 1998 (PUWER 98) also requires a much more detailed examination (additional requirements shown in red).

The Health & Safety at Work Act 1974 tasks every employer with a duty of care to maintain industrial equipment in a safe condition.



BITA and the FLTA's Consolidated Fork Truck Services Ltd (CFTS) administers the industry's national accreditation scheme for Thorough Examination which covers the requirements of both **LOLER** and **PUWER**.

For full legal compliance, ensuring that all safety components, including seat belts, are inspected, operators can choose a Thorough Examination provider accredited by the CFTS. This can be verified by the presence of the "Thorough Examination" certification mark on the next inspection due date sticker on the truck.

Membership of the CFTS scheme is free of charge, but members are audited for compliance with the strict procedural code.

For more information visit www.thoroughexamination.org

WE EXPECT THERE TO BE STRONG DOCUMENTARY EVIDENCE SUPPORTING ANY DECISION TO ACCEPT NON-USE OF OPERATOR RESTRAINTS. THE RESPONSIBILITY FOR ANY CONSEQUENCES LIES WITH THE DUTY HOLDER.

Steve Simmons-Jacobs,
HSE portfolio holder for industrial trucks.

RISK ASSESSMENT

DUTY HOLDER RESPONSIBILITIES

The Management of Health and Safety at Work Regulations 1999 require employers to carry out a suitable risk assessment to protect employees and others.

RISK ASSESSMENTS WILL:

- Identify the hazards
- Decide who might be harmed and how
- Evaluate the risks and decide on precautions
- Record your findings and implement them
- Review your risk assessment regularly and update it if necessary



A hazard is defined as anything that may cause harm, such as striking pedestrians, other vehicles and structures; loss of stability; falling loads; falling from the carrier if someone is being lifted; or being crushed.

Risk is determined as the chance - high or low - that somebody could be harmed by these and other hazards, together with an indication of how serious the harm could be.

FOR FURTHER INFORMATION ON ANY OR ALL OF THIS, VISIT

www.bit.org.uk