



Corporate Hazard Identification & Risk Control

HIRA #
15.61

Reversing Vehicles and Signallers

| | | | | | | | | |
|--------------------------|---------|-------------------------------------|------|-------------------------------------|--------|-------------------------------------|---------------|-------------------------------------|
| Applicable Zones: | Project | <input checked="" type="checkbox"/> | Yard | <input checked="" type="checkbox"/> | Office | <input checked="" type="checkbox"/> | Asphalt Plant | <input checked="" type="checkbox"/> |
|--------------------------|---------|-------------------------------------|------|-------------------------------------|--------|-------------------------------------|---------------|-------------------------------------|

| HAZARD(S) | |
|--|--|
| <ul style="list-style-type: none"> • Struck By (P) • Collision (P) | |

| PRE-CONTROL RISK | | |
|------------------|------------------|--------------------------------|
| Likelihood 3 | Consequence 5 | Pre-Control Risk 15 |

| CONTROLS | |
|-----------------------|---|
| Elimination | Site plan must be developed prior to starting the work. |
| Substitution | |
| Engineering | A signal person shall be designated whenever backing up is required. |
| Administrative | Every project shall be planned and organized so that vehicles, machines and equipment are not to be operated in reverse or operated in reverse as little as possible. |
| PPE | High Visibility Clothing, Hard Hat & Safety Boots at a minimum must be worn at all times. |

| POST CONTROL RISK | | | | |
|-------------------|------------------|---------------------------------|---------------------|-----------------------------------|
| Likelihood 2 | Consequence 5 | Post-Control Risk 10 | Risk Reduction 5 | Critical or Not Critical No |

| LEGISLATIVE REFERENCES | OTHER STANDARDS & REFERENCES |
|--|--|
| O.Reg. 851: S. 11-20 O.Reg. 854: S. 251-293 | J-AAR Manual: P2.11.8 J-AAR Manual: P2.11.9 J-AAR Manual: P2.12.11.8 J-AAR Manual: P2.12.11.9 |