

Feb 2017 WCFSA Meeting

Jodie opened the meeting with an intro of attendees.

(I usually insert the names here)

Matt Fleckenstein from Rite Hite along w/ Ron Sherwood, the local distributor of Rite Hite products are the presenters today.

Matt has 25 years' experience in the cold storage arena for food & pharma facilities.

He played a short video introduction to his company showcasing their safety, security, energy solutions.

Today's topic is Loading Dock Safety.

Matt began by pointing out the obvious - look at what's going on in your transportation operations and then see what is available to mitigate risks you have identified. Sounds simple, but is something that doesn't always occur as we are too busy making sure the operations happen but not always making sure they happen safely.

While you screen your employee, there is always the person you try to keep safe, but they disregard their own safety, affecting much around them. You want to look at your operations from the viewpoint of how to protect against that person and what may be other innocent mistakes.

Transportation by its nature is logistically ripe for incidents regardless of how materials travel.

Putting aside road incidents, focus on material transfer zones – approaching the building, transfer points, and the loading dock area.

Some sobering statistics:

-every 3 there are forklift fatalities

-there are 94,750 forklift related injuries each year

-per incident, there are \$135,000,000 immediate costs w/forklift incidents

-7% of forklift incidents occur when the forklift is driven off a dock

-70% of incidents were preventable

Risk recognition – utilize it!

Identify hazards during inspections.

A big hazard is trailer creep. For every inch a trailer lowers as the load weights it down, the trailer wants to travel correspondingly forward one inch.

Miami Ohio OSHA study – Dock Shock – driver injury from the effect on a forklift driver's back and neck from the transition bump due to trailer drop affects 21% of forklift drivers who have injuries from the cumulative effect of this jarring.

An ANSI leveler can mitigate this, but must lie flat in bed of trailer.

In 1981 OSHA recognized that mechanical restraints are viable alternative to chocking wheels and may be an easier enforcement for the employer.

Keep in mind that the new Walking/Working surface OSHA standard 1910.128 went into effect on 1/17/17 and includes potential falls from your dock area. Wiggle room for work arounds is no longer available and so you must have in place sufficient guard rails or the equivalent for run off and fall off protection.

Joan Spencer added to keep in mind that walking/working surfaces includes trailer floor – something not always considered. It must be included in your inspections, must be capable of supporting load, repairs under a competent person.