

October, 2014

Edited by Bruce Hulberg

## Forklift Safety: Newsletter



**Safety and Rescue Training**

for high-hazard work activities

**Confined Space  
Fall Protection  
Excavation  
Forklift**

### Forklift Train the Trainer Schedule

October 21 - Eugene  
November 4 - Bend  
November 18 - Medford  
January 20 - Eugene

Register online at:

[www.d2000safety.com](http://www.d2000safety.com)

or email:

[bhulberg@d2000safety.com](mailto:bhulberg@d2000safety.com)

**Have a forklift safety  
story or photo to  
share?**

Please send it to Bruce at:

[bhulberg@d2000safety.com](mailto:bhulberg@d2000safety.com)

We will not publish company or individual's names. You can also contact Bruce to be added to our newsletter email.

Our programs reflect:

**ANSI/ASSE Z490.1** *Criteria for Accepted Practices in Safety, Health, and Environmental Training*

## Near Miss Investigations

While we readily investigate accidents, we are often reluctant to investigate near misses. First of all, we may not even know one occurred. Operators may consider an occasional spilled load as part of the job. When one happens, they clean up the mess and get back to work.

But ignoring near misses means missing a chance to improve safety. Yes, it takes a little time to investigate but if you can get to the root cause of the incident we can address the real problem and not rely on luck to protect us in the future (at least in this situation).

So let's conduct a near miss investigation.

**Q:** What's the difference between a near miss and an accident?

**A:** Luck. Dumb luck.



The photo to the left shows four barrels hitting the pavement. Let's see what we can learn.

What do you see in the photo (besides the falling barrels)? What about the pedestrians waiting by the crosswalk? Where was the load before the spill? Did you notice the strap securing the pallets?

What direction was the forklift travelling? Since the operator was looking forward we can assume the forklift was too.

What about the operator's field of view? Was it obstructed by the raised load? Did the operator suddenly realize that there was a crosswalk with pedestrians so they slammed on the brakes and launched the barrels onto the crosswalk?

It only takes a few minutes to ask and answer these questions. (Remember to look only for facts, not fault). When we have the answers we can begin to identify the unsafe work practices which nearly resulted in barrels striking people.

Remember that performing near miss investigations can prevent the need to conduct accident investigations. That seems like a pretty good reason to take a closer look at near misses.

