



Announcer

It is time for the IHSA Safety Podcast.

Ken Rayner:

Welcome to the *IHSA Safety Podcast*. I'm Ken Rayner.

In this episode, we're going to discuss struck-by hazards with Guy Taillon from the Ministry of Labour, Immigration, Training and Skills Development, and Andrew Harnum from IHSA.

So why is this topic important to discuss? Struck-by is the term that Ontario's health and safety system uses for the various injuries that occur when workers are hit or struck by tools, materials, equipment, or vehicles. Just like in falls, struck-by is a leading cause of injury in the industries that IHSA serves, as these hazards can result in serious injuries, and even death to workers.

So a big welcome to our two guests today, Guy Taillon, Provincial Specialist with the Construction Health and Safety Program of the Ministry of Labour, Immigration, Training and Skills Development, who's going to educate and inform our listeners on the ministry's focus with their Struck-by Hazards campaign, and Andrew Harnum, one of IHSA's Coordinators of Research, Stakeholder and Public Relations, who's going to direct us to IHSA's free resources on addressing and controlling struck-by hazards.

So Andrew and Guy, great to have you both here. So Guy, let's start with you first. Guy, maybe you can just tell us about your role, and your experience with the ministry.

Guy Taillon:

Hey, Ken. I'm a Provincial Specialist with the Construction Health and Safety program for the Ministry. As a provincial specialist, I develop materials to promote health and safety in the construction sector, and I'm the lead for the struck-by campaign.

Ken Rayner:

All right. Now before we get too deep into the discussion, again, want to have a bit of a disclaimer just to make sure that there's clarity, that the information we're sharing here is not replacing what's listed and noted in the *Occupational Health and Safety Act*, and its applicable regulations. So for any employer that is wanting to find out how struck-bys, and how it applies to their workplace, make sure that they're consulting the *Occupational Health and Safety Act*.

But Guy, let's start off, maybe with just a high level overview of what this campaign is focused on.

Guy Taillon:

Thanks, Ken. This campaign is designed to raise awareness on struck-by hazards, and increase compliance with the *Occupational Health and Safety Act* and its regulations. And there's two streams with this campaign that we're focusing on. It's struck by vehicles and equipment hazards, and also being struck-by when doing material handling activities. We're looking for proper material storage and falling objects as well in this campaign.

There's all kinds of things that happen during the struck-bys. Either something's being moved or something falls, and we've had young workers just recently killed during the operation of equipment. A young worker was working and a piece fell off and struck and killed him, and another young worker was working on a piece of equipment trying to fix it, and it crushed him, so this is a very important hazard to be aware of what can happen in struck-bys.

Ken Rayner:

Absolutely, and you stated hazards relating to vehicles, mobile equipment, so I guess those that are driving the vehicles, those are working around moving vehicles. In the sectors that IHSA supports, Guy, that accounts for a very large portion of our membership, and the workers and the workplaces we serve, so very glad you're here to share this initiative with us today.

When is the campaign happening? When is this taking place, Guy?

Guy Taillon:

Well actually, the campaign is currently happening. Inspector started focusing on struck-by hazards since April 1, and it'll run to the end of March.

Ken Rayner:

So the campaign has started. We've got the education outreach, creating awareness going.

How about the why? You mentioned just a minute ago, we've had some young workers recently lose their lives tragically in the workplace. That in itself is enough. What are some of the other reasons that you've focused on struck-by hazards?

Guy Taillon:

Okay, thanks, Ken. This hazard's one of the leading causes of injuries. This topic's so important. WSIB in 2018 said that 28 per cent of their lost time claims were from workers either being struck by objects or equipment, and there's two streams, struck by vehicles and equipment, or struck by materials, moving materials.

So in 2017 to 2020, we saw over 400 critical injuries and 37 fatalities from struck-bys. Vehicle and equipment accounted for 192 criticals with 22 fatalities. Struck-by materials counted for 211 criticals and 15 fatalities.

Ken Rayner:

So Guy, that essentially means that a serious injury is happening every five days, and a fatality is happening every two months. That's what happened during that timeframe. Wow. So for those people out there that are working and saying, "Well, it's never happened to me," or, "I've never had a problem," it doesn't necessarily mean you're good, it just might mean you're lucky, right?

So Guy, what about the pieces of legislation that this is tied to, because obviously the ministry is not making this up. We've been dealing with struck-bys for a long period of time. Legislation has been altered and changed and revised, to be able to help workers and work safely. So what are the pieces of legislation that are tied to some of this key hazard campaign?

Guy Taillon:

Well, the main piece of legislation is the *Occupational Health and Safety Act*, and that's where the internal responsibility system comes into play. Every person who works on a job site has a key role. The constructors, employers, supervisors, workers, and the joint health and safety committee or the health and safety rep. So they're all required to take part in preventing struck-by injuries.

So there's training of workers, that ensure that the employer is supposed to provide instruction, supervision to help protect the health and safety of the workers. This includes training of how the workers to operate the equipment and move the material safely. There are regulatory requirements to ensure the equipment and the material is moved and stored in a manner that doesn't endanger workers.

Employers and constructors have to ensure there's adequate traffic protection plans, which includes traffic control persons, devices, and barriers, and warning signs to alert the motoring public of work zones. The root cause of incidents that happen on roadways, is basically the public speeding or they're distracted driving.

Ken Rayner:

And Guy, probably a good time to emphasize that this is a province-wide initiative. So whether you're living in Kenora, whether you're in South Porcupine, whether you're in Ottawa, or the GTA, the Ministry could be coming out to your site, and while you're focusing specifically in the construction industry, I think it's also important to note that these hazards can be found in other industries as well.

We just did a podcast on truck yards, obviously struck-by hazards are very prominent there, aggregate pits and quarries, lots of moving equipment, lots of machinery. So although we're focusing on the construction industry, just making sure these hazards are also prevalent in the other industries.

So maybe we can touch on the location, so the workplaces that inspectors are going to visit, Guy, where are they going to go, and what are they going to look for?

Guy Taillon:

Ministry inspectors will basically go anywhere. Any project, there's a risk of being struck, from road construction, to where workers interact with heavy equipment. Inspectors will also attend projects where material handling activities are taking place. So it's basically any project where a worker on foot can be struck by a vehicle, or affected by material handling.

Ken Rayner:

Okay. So if I'm an employer, and I see someone coming onto the site and they introduce themselves as an inspector, what should I expect in regards to that visit?

Guy Taillon:

Well, Ministry inspectors will attend a job site, and they'll be looking for the minimum regulatory requirements, that the workplace are complying with them, and this includes planning. It's so important that we just don't move stuff from here to here. You need to do it safely. Construction projects ought to be planned and organized to eliminate and reduce reversing. This can be achieved by workplace parties developing site-specific traffic management plans.

There are provisions to ensure workers on foot, they are separated from motorized traffic. They should make sure that they have dedicated walkways, and the washroom and break areas are away from the busy areas, where equipment is stored and being delivered. And is there a proper signage on site, to warn workers that equipment may be operating in reverse? And signs need to be posted in prominent locations and in sufficient numbers to warn workers of the hazardous areas.

Are the employers providing trained traffic control persons and signalers? Is proper personal protective equipment being used, including high visibility safety apparel? Are employers ensuring the equipment operators are competent and qualified? There's requirements to be a CFQ for operating certain pieces of equipment, that's a Certificate of Qualifications, and complying with BOSTA, which is the *Building Opportunities and Skilled Trades Act*.

Workers are to be instructed in how to safely load and unload equipment for deliveries. Many workers have been injured or killed actually making a delivery. Operators are to ensure the equipment and the vehicles are parked in a safe manner before they leave them unattended, should land the loads, ensure the equipment is parked away from slopes and excavations, and engage the parking brake before leaving the controls.

Also, the employers must make sure that vehicles are maintained properly. There's no broken or dirty windows, missing mirrors that are affecting the operators line of sight. And as operators change from vehicles to vehicles, they ensure that they've adjusted the seat and the mirrors to the operator.

Hoisting operations need to be conducted with trained riggers, and using safe rigging practices. Is the rigging equipment adequate to handle the material they're using? Should always refer to the operating manuals and instructions provided by a manufacturer of the rigging equipment, to inform the proper use and limitations.

Now also when you're doing rigging, you have to ensure that the stuff you're picking up doesn't affect the load that's still on the ground. What's happened is, we've had someone lift precast or steel structures, and it knocked the other piece that was still on the trailer, crushing workers. So the trailers have to be prevented from rolling or moving, and the other pieces of that are on the trailer still, have to be secure as the one part is being lifted off.

And the operators have to know what's the effect of environmental conditions, like if it's too windy to do hoisting or it's too cold, and how these effects on the equipment, and when to shut it down when the winds are too high.

Ken Rayner:

Wow. There's a lot of information there, Guy.

Now again, I know that the ministry is not coming out to employers to try and do a "gotcha", so in terms of, "You're out of compliance and we've caught you doing," it's more a case of helping these employers achieve compliance, right?

So what are some of the ways that the Ministry is looking to help the employers achieve compliance, so those workers are safe, and we're all doing work in accordance with the law?

Guy Taillon:

Absolutely. The Ministry wants to ensure workplace parties can achieve compliance. We have a landing page for workplace health and safety, that provides guidance on the *Occupational Health and Safety Act* and the regulations, and you can find out more about our five-year prevention strategy. This campaign meets one of the requirements identified in the five-year plan, where we're using the best evidence to target and allow the opportunity to measure the performance of the campaigns, to help decrease these types of incidents in the workplaces.

And you can find more information on the Construction Health and Safety program. There are key links to occupational health and safety for the construction sector, for falls, for struck-by, heavy equipment operation, ergonomics, and occupational illness and disease. And you can find strategies and resources how workplace parties can control these hazards.

I encourage listeners to check them out, and also we refer workplace parties to our safety partner for compliance assistance, the IHSA. Our ministry inspectors can share QR codes with links to the IHSA safety website during their field visits, that direct clients to the IHSA products for materials and training services.

Ken Rayner:

Excellent. Thanks so much for that, Guy, and we appreciate the recommendation to utilize IHSA.

I want to bring on Andrew Harnum now. So Andrew's been waiting patiently in the wings, and we're looking forward to hearing what Andrew can provide to our listeners, because Andrew, Guy has just run through a whole laundry list of issues, in terms of making sure that employers are addressing their hazards on-site, so that workers are not hit or struck by any type of machinery, vehicles, tools, or equipment.

And we know that IHSA has a tremendous amount of resources, many of them free for its members to use. So maybe you could help us out, and let us know what are some of those resources that IHSA has available.

Andrew Harnum:

Well, perfect, thank you Ken.

So IHSA offers a number of resources to help members in construction, transportation, and the electrical utility sector. So we have a lot of stuff specific to struck-by hazards on our dedicated topic pages, and these are full listings of tools, training, and products. And these are related to motor vehicle incidents, struck-by hazards, traffic control, heavy equipment, and distracted driving. So those are just a few.

And on top of this, we actually have some manuals and guidelines on some of our workplace health and safety topics. And these are comprehensive guidelines, including our well-known *Construction health and safety manual*, our *Hoisting and rigging safety manual*. And we also have safety talks, and it comes in a manual as well, and these cover more than 140 subjects.

So I would like to encourage all of our listeners to visit IHSA.ca/safetytalks, and you can actually search for vehicles and equipment. So there's ready-made safety talks, ready to go, and they're actually available on many of the activities and hazards noted by Guy earlier in this episode of our podcast.

On top of that as well, we actually have some in-class training and e-learning, so some industry-leading courses taught by IHSA experts. And some of these topics include hoisting and rigging, signaler and traffic control persons, book seven, defensive driving, distracted driving, motor vehicle incident prevention and mobile crane operator. So we have a lot of comprehensive courses at the IHSA.

Ken Rayner:

Excellent. And many of them either at no cost or reduced cost to our membership.

Andrew, you also mentioned experts in occupational health and safety that do all the training at IHSA. Are those experts sometimes available for questions from our membership?

Andrew Harnum:

Absolutely, Ken. The IHSA consultants are experienced health and safety professionals, and they're actually located throughout the province, and they're available to answer questions, and assist our members with how to apply best practices, and they'll work with you to develop and implement health and safety policies and programs.

So you can find our consultants' contact information on the IHSA website, and it's under the Consulting tab, or you can contact our customer service department at 1-800-263-5024. Again, it's 1-800-263-5024, and they will put you in touch with a consultant in your area.

Ken Rayner:

Excellent. Great advice. Thank you very much Andrew.

And this is a year-long campaign, so we certainly encourage all of our listeners to stay up to date, and in terms of what's going on with the campaign, you can receive updates from IHSA on our LinkedIn channel, Twitter feed, and Instagram. If you follow us on those three social medias platforms, you will

receive some updates on this initiative as we go through the year. So hope you stay connected with IHSA in that regard.

So definitely want to thank our system partner, the Ministry of Labour, Immigration, Training and Skills Development, specifically the Construction Provincial Specialist, Guy Taillon. Thank you, Guy, for being here and sharing with us all the ins and outs, in what's going on with the current provincial-wide initiative on struck-by. So thank you, Guy, and thank you, Andrew, very much for sharing the information and the resources that IHSA has available. Thank you both for being here.

Guy Taillon:

My pleasure, Ken.

Ken Rayner:

And thank you for listening to the *IHSA Safety Podcast*, in this episode, highlighting the Ministry's year-long campaign to address struck-by hazards.

Be sure to subscribe and like us on your podcast channel, and visit us at [IHSA.ca](https://www.ihsa.ca) for a wealth of health and safety resources and information.

Announcer

The *IHSA Safety Podcast*. For more episodes, tips, and all things safety, go to ihsasafetypodcast.ca. Thanks for listening.