

This is an extract from IOGP Report 577 - Fabrication site construction safety recommended practice - Hazardous activities, version 1.2 published November 2018. IOGP Reports are subject to regular review and update. In all cases only the current version of Report 577 is authentic.

3. Construction traffic interface

The interface between pedestrian traffic and construction traffic, which could be any self-propelling vehicle or equipment, such as trucks, vans, coaches, mini-buses, earth movers, tractors, diggers, fork-lift trucks, mobile elevating platforms or remotely operated vehicles. As much as possible, ensure separation of pedestrians and vehicular traffic.

- 1) There is a site-specific construction traffic interface plan.
- 2) The plan ensures risks associated with workplace transport are identified and control measures are adopted to ensure the safety of pedestrians or persons at work. The plan considers the following:
 - the layout of the site, the activities carried out, the types of vehicles/mobile equipment used, the competency of operators, and the control measures for subcontractors and delivery drivers
 - the steps to be taken to prevent vehicle incidents, including detail of site traffic routes for the safe movement of vehicles/equipment and pedestrians, fatigue management, and drivers to check that the vehicle being driven is free from hazards before moving the vehicle (a good practice is to perform a 360 walk around)
 - risk awareness training for all personnel on hazards associated with construction traffic interface with emphasis on blind spots and the appropriate use of spotters
 - that only authorized/approved persons operate a vehicle/truck/motorized equipment
- 3) The plan contains the following ways to protect vehicle Spotter/Banksmen/Flagmen/Signallers:
 - through the use of technology (sensors, cameras etc) eliminate the need for Spotters if possible
 - remove Spotters from direct ground support near vehicles and equipment by utilizing radio communications or providing a central protected location for their use
 - provide ample separation distance between Spotters and vehicles and equipment as indicated by blind spots
 - train Spotters and vehicle/equipment operators in spotting procedures including use of standard hand signals and blind spot areas and hazards.
- 4) Reflective and high visibility apparel is used when exposed to operating vehicles.
- 5) All external drivers are briefed and monitored on the site's requirements and enforcement of rules.

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- 6) Pre-mobilization and periodic site vehicle/equipment inspections are conducted. Defective vehicles/equipment are tagged and removed from operation. There is a process in place to manage service and preventative maintenance.
- 7) The interaction between pedestrians and vehicles/equipment is minimized by:
 - dedicated and delineated walkways/paths, clear and marked crosswalks, efficient intersections, and segregated parking
 - signage and barriers that separate pedestrians from vehicle paths utilizing universal signage or the applicable language of workforce
 - barriers or rails to prevent pedestrians crossing traffic routes at particularly dangerous points
 - clearly define pedestrian crossing points, at crossing points where volumes of traffic are particularly heavy, consider providing suitable bridges or subways. Consider also potential overhead hazards.
- 8) Workplace traffic routes:
 - eliminate or minimize interaction between pedestrians and vehicles/equipment
 - maximize the use of one-way traffic
 - clearly post and enforce speed restrictions
 - designate parking areas
 - do not pass close to anything that is likely to collapse or be left in a dangerous state if hit, or to any edge, unless these are fenced or protected
 - include planned and maintained access routes for emergency response vehicles
 - minimize the need for vehicles to reverse in loading and unloading areas
- 9) Sites:
 - utilize lighting for night or low visibility vehicle movement
 - utilize audio reversing alarms on vehicles and equipment while reversing; consider back-up cameras for reversing
 - establish boundaries to limit non-essential construction vehicles (cars, scooters, motorcycles, bicycles)
 - have safe practices for refueling
 - prohibit vehicle blind spots as areas for pedestrians during work or rest periods
 - prohibit the use of hand-held devices (such as mobile phones, tablets, satellite navigation and order tracking systems) while in control of a moving vehicle/equipment.

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Relevant IOGP Life-Saving Rules, Report 459



Follow safe driving rules



Keep yourself and others out of the line of fire

Please refer also to IOGP Report 365, *Land transportation safety recommended practice*, and guidance note 365-17, *Mobile Construction Equipment*

