



Technical Standard

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1.0 Purpose

The purpose of this document is to define the corporate standard for the safe operation of powered mobile equipment (PME) that operates on Husky sites. Off road vehicles (ORVs) which include ATVs, AATVs, UTVs, and snowmobiles are out of scope of this standard as there is a separate corporate ORV standard that provides requirements for such vehicles.

2.0 Scope

All personnel must follow this standard as it identifies the requirements, specifications, and allowances for PME while on Husky worksites. It applies to PME found in off road situations such as graders, dozers, skidders, backhoes, trenchers, etc. and to inside facility equipment such as skid steers, loaders, forklifts, utility vehicles, and elevated man lift booms.

Business Units may adopt this Technical Standard if it meets their requirements. If it does not, Business Units shall develop Site-Specific procedure(s) that meet or exceed this Technical Standard. Roles and responsibilities must be developed based on the content of this standard, local regulatory requirements and industry best practices.

3.0 Powered Mobile Equipment Overview

PME is any self-propelled machine that is designed to shape or move materials (e.g. forklifts, tractors), or provide a work platform for workers (e.g. aerial lift platforms, JLG).

Because the consequences of an incident involving PME may be severe, only qualified personnel shall be allowed to operate equipment. Supervisors are generally responsible for the safe operation of PME at their worksite. Employers are responsible for designating qualified personnel to perform these duties. Operators are responsible for ensuring that they operate powered mobile equipment safely.

Documentation such as log books, inspections, maintenance and certifications carried out as required by manufacturer and regulatory requirements must be kept at the worksite and be readily available upon request.

The process of management of mobile equipment on Husky worksites shall be documented in a procedure or equivalent document defining the requirements and associated records for safe operation. This procedure shall meet Husky and Regulatory requirements.

The site-specific mobile equipment management procedure shall be mutually reviewed and agreed to prior to mobilization, for PME activities involving contractors.

3.1. General Requirements

1. Anticipate, Recognize, Evaluate, Control and Communicate (ARECC) Model must be followed at all times when implementing this technical standard as contained in the Corporate Safe Operations Procedure (see Section 6.1).
2. Prior to the use of PME, a documented hazard assessment must be conducted in accordance to Corporate Hazard Assessment Standard (see Section 6.1). Common hazards include but are not limited to:
 - a. Site conditions (slope, wet, uneven ground, etc.)
 - b. Overhead danger (power lines, pipe racks, dropped objects, etc.)
 - c. Dangerous movement (pedestrian traffic, close quarters, out rigger pad placement/removal), maintenance on elevated parts)
 - d. Unattended equipment
 - e. Insufficient equipment lighting
 - f. Insufficient warning systems (back up alarms, flashing lights, etc.)

- g. No or insufficient rollover protective structure (ROPS)
 - h. No or insufficient falling objects protective structure (FOPS)
 - i. Riding on loads
 - j. Hazardous loads
 - k. No or insufficient chocks while performing maintenance
 - l. Exceeding speed limit for facility or terrain conditions
 - m. Operating PME in combustible areas (sulphur blocks, tube removal, etc.)
 - n. Proximity to fixed equipment
3. Prior to operating any PME, operators must be trained and deemed competent and authorized, in accordance to authority having jurisdiction requirements.
4. All mobile equipment shall be equipped with appropriate safety equipment as designed and required in accordance with statutory regulations. Safety equipment shall not be tampered with or modified.
5. All manufacturer supplied/recommended safety equipment must be used while the PME is in operation.
6. All PME operators must:
 - a. Conduct and document a visual inspection of the equipment and its surrounding area to ensure the equipment is in safe operating condition and compatible with the operating area before starting it up. Typically this can be done at the start of the operator's work shift
 - b. Visually inspect the equipment during the work shift or work period as required by the employer's operating procedures, particularly if the PME is continuously operated as part of an ongoing work operation
 - c. Not start PME if the visual inspection is not completed
 - d. Not start PME if the drive mechanisms and clutches of the equipment are engaged
 - e. Not leave the controls of PME unattended unless the equipment is secured against unintentional movement by an effective method of immobilizing the equipment
 - f. Not leave the controls of PME unattended unless a suspended or elevated part of the powered mobile equipment is either landed, secured in a safe position, or both
 - g. Not leave loads suspended while the equipment is unattended
 - h. Keep the cab, floor and deck of the PME free of materials, tools or other objects that could interfere with the operation of the controls or create a tripping or other hazard to the operator or other occupants of the equipment
 - i. Operate PME safely. In particular, full control of the equipment must be maintained at all times to prevent near misses and incidents
 - j. Use the equipment's seat belt and all other safety equipment provided e.g. restraining devices, guardrails, operator protective structures, etc. The operator is also responsible for making sure that passengers use their seat belts and any other safety equipment provided
 - k. Report any deficiencies of the inspection to their supervisor and review whether to deploy the equipment or take it out of service
 - l. Review the hazard assessment
 - m. Practice proper refueling techniques
 - n. Ensure correct operation as per manufacturer specifications in changing terrain
 - o. Practice safe transporting of units (man-lifts are an example)
 - p. Record all maintenance practices
 - q. Carry or have readily accessible, the manufacturer's operating manual
7. In accordance to authority having jurisdiction, rollover protective structures (ROPS) and

- falling objects protective structures (FOPS), where falling object hazards exist, must be installed.
8. FOPS and ROPS must be designed and installed to provide an adequate view for the operator to safely use the powered mobile equipment.
 9. ROPS and FOPS must be installed or replaced in accordance to manufacturer specifications or certified by a professional engineer, in case of a modification.
 10. Equipment with poor visibility or oversized loads shall be managed to the extent possible through traffic flow, adequate space, restricted access, placement of lighting, barricades and signage, remote monitoring with radio communication, or other measures to eliminate to the extent possible the requirement for spotters in the danger zone. Only as a last resort is mobile equipment moved or "spotted" with the assistance of a signal person. Signal persons shall be designated. A walk-around shall be done prior to moving any equipment.
 11. For obstructed view of operator, the following precautions must be implemented:
 - a. Visually inspect around the equipment
 - b. Follow direction from designated signaler who has unobstructed view of the work area
 - c. Obtain direction by a traffic control or warning system
 12. Personnel shall not ride on or in equipment, unless the equipment is designed for the purpose and equipped with appropriate safety equipment.
 13. Personnel or workers located within the range of moving loads or moving parts are at risk of being crushed between stationary object, obstacle or moving parts leading to serious injury or death. Care must be taken around crush (pinch) points of powered mobile equipment while swing areas or other potential crush (pinch) points shall be controlled. If the movement of the load, cab, counterweight, outriggers, or any other moving parts of PME creates a hazard to the safety or health of a person, then:
 - a. The person must not remain within the range of the load or moving part, including suspended loads or equipment components
 - b. The operator of the equipment does not move the load or the equipment if a person is at risk
 - c. Entry to the area must be restricted with operator maintaining specific clearance distance, in accordance to authority having jurisdiction requirements.
 - d. No person should be in the immediate path of travel of PME or under any material that is being loaded or unloaded from it
 - e. If elevated parts of PME are being maintained or repaired by workers, the parts and the PME are securely blocked in place and cannot be moved unintentionally
 - f. Special site routing of equipment shall be designed to minimize or eliminate the requirement for flag personnel. Foot traffic shall be eliminated whenever possible and/or restricted to times when mobile equipment is not operating.
 14. Pedestrian movement around PME must be restricted via designated walkways for workers, where practicable. Where this is not practicable, the following precautions must be taken:
 - a. Use of a traffic control system/plan and signage
 - b. Enforcement of speed limits for powered mobile equipment
 - c. Enforcement of pedestrian action regarding moving powered mobile equipment
 - d. High visibility vests
 - e. A requirement for the PME operator to acknowledge pedestrian presence before the pedestrian is allowed to proceed through the hazardous area
 15. All maintenance work on the powered mobile equipment must be done in a zero energy state unless a procedure and risk assessment has been developed to work on the energized equipment.

16. All incidents involving PME must be reported and investigated in accordance to Corporate Incident Management Procedure (See Section 6.1)

4.0 Document Accountability and Responsibility

If you have questions, comments or suggestions regarding this document please contact one of the positions identified below, which is held by the related person identified on the coversheet.

Role	Position title	Coversheet approval role
Element Owner	Manager, Process & Occupational Safety	Approver
Quality Assurance	OI Performance Improvement Lead	QA Reviewer
Checker	Team Lead Safety and Loss Prevention E&PS West Region	Checker
Document Owner	Safe Operations Lead	Originator

5.0 Definitions and Acronyms

The table format below provides terminology used in this document that needs a more thorough definition.

Term	Definition
All-Terrain Vehicle (ATV)	<p>A wheeled or tracked vehicle, other than a snowmobile or work vehicle, designed primarily for recreational use or for the transportation of property or equipment exclusively on undeveloped road rights of way, marshland, open country or other unprepared surfaces.</p> <p>This is a 3-, 4-, or 6-wheel vehicle designed for off-road use that has low-pressure tires, has a seat designed to be straddled by the rider, along with handlebars for steering control and is powered by a 50cc to 1,000cc gasoline engine or an engine of comparable size using other fuels.</p>
Amphibious All-Terrain Vehicle (AATV)	This is a small off-road and typically six-wheel drive, amphibious vehicle.
FOPS	Falling object protective structure is defined as a system of structural members arranged in such a way as to provide operators with reasonable protection from falling objects (trees, rocks, small concrete blocks, hand tools etc.).
Off-Road Vehicle (ORV)	<p>A vehicle designed primarily for recreational use or for the transportation of property or equipment exclusively on undeveloped road rights of way, marshland, open country, or other unprepared surfaces. This means any motor vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain.</p> <p>ORV vehicles include, but are not limited to, a multi-track or multi-wheel drive vehicle; an ATV; a motorcycle or related 2-wheel, 3-wheel, or 4-wheel vehicle; an amphibious machine; or other means of transportation deriving power from a source other than muscle or wind.</p> <p>Off road vehicle defined as ATV, AATV, UTV, snowmobile</p>

Term	Definition
ROPS	Rollover protective structure is a structure designed to reduce the possibility of injury to an operator of powered mobile equipment in the event of a rollover or upset of the equipment.
Utility Task Vehicle (UTV) or Recreational Off-highway Vehicle (ROV)	<p>A vehicle that fits the definition “all-terrain vehicle” under the Motor Vehicle Safety Regulation (MVSR) and is equipped with a steering wheel.</p> <p>UTVs typically have a side-by-side seating arrangement; many have seat belts and roll-over protection, and most have a cargo box at the rear of the vehicle.</p>

Table 1: Terms and Definitions

6.0 Governing and Reference Documents

6.1. Governing Documents

The following documents should be referenced to provide internal governing and external regulatory context for the content of this document.

Governing Document	Document Title
Policy	1.04 Health Safety and Environment
Corporate Standard	Safe Operations
Corporate Procedure	Safe Operations
Technical Standard	Hazard Assessment
Corporate Procedure	Personal Protective Equipment
Technical Standard	Work Authorization & Permitting
Technical Standard	Work at Height
Technical Standard	Lifting & Rigging
Technical Standard	Control of Hazardous Energy
Corporate Procedure	Vehicle Safety
Corporate Procedure	Ground Disturbance
Corporate Procedure	Incident Management

Table 2: Governing Documents

6.2. Reference Documents

The following documents should be referenced to provide context for the content of this document.

Reference Document	Document Title
Powered Mobile Equipment Regulations	According to Authorities having Jurisdiction
Industry Safety Standard or Code	Applicable CSA, SAE, ISO, ANSI, and WCB standards listed in the operating areas current legislation regarding the powered mobile equipment in question.

Table 3: Reference Documents

Appendix - A Versioning History

Revision Number	Date (drop down pick list)	Reason for Change – highlight what changed in document
0.1 (Draft)	15 July 2015	Issue first draft of document. Done after conversion from previous format to HOIMS format
0.2	28 August 2015	Updates following revision. Assigned to E2 Rep for update and forwarded to the E2 Stewards for comments. Joint review by E2 Stewards
0.3	10 November 2015	Prepare for approval review (final review). Sent via MSDP for review prior to approval.
0.4	8 December 2015	Incorporate final review comments and inserted document links
0.9	22 December 2015	Final issue for approval
1.0	15 January 2016	Issued for use

Table 4: Versioning History