



# NWRA Stand Down Tool Kit

## Safety. Its our Priority.

Safety is a top priority for National Waste & Recycling Association and its members. Our work is focused on making trash collection, processing and disposal operations less dangerous by encouraging safety training, including the industry's first Driver Certification Program, assistance for compliance with regulations, company safety rules and policies. NWRA is also the ANSI Secretariat for industry standards.



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Special Thanks to our Official Platinum Sponsor, 3rd Eye Cam Powered by AWTI. To learn more about their important work to make backing after visit their website at <http://www.awti.com/>

Dear Friends,

Thank you for demonstrating your commitment to safety by joining the NWRA Safety Stand Down January 23-27, 2017. This effort and other safety related programs we are offering are intended to improve safety performance in the industry. To support your work for this Stand Down, we are providing you with this toolkit of information and guidance. Attached please find:

- A Stand Down Agenda
- Backing Guidelines straight from the NWRA Safety Manual
- Requirements for Crew Members
- Most-collection safety best practices
- Safe driving policy
- Stand Down resource list
- Risk Assessment process and worksheet
- Sample news release to promote your efforts to your local media
- Sample social media content to use on in your Facebook and Twitter communication

We hope you will find these tools helpful. But, you are not alone in implementing the guidance provided in this package. NWRA is pleased to help you in making the Stand Down a success. If you have Questions on these materials or how to incorporate these recommendations into your company's operations, please e-mail [safety@wasterecycling.org](mailto:safety@wasterecycling.org) and one of our in-house safety experts will do their best to assist you.

Because it's important that you receive recognition for the work you are doing to keep your employees and community safe, we are happy to support your efforts in getting the word out to your local media using the news release and social media content in this kit. If you have questions or need additional assistance with media and community outreach, please email [jmayorga@wasterecycling.org](mailto:jmayorga@wasterecycling.org).

As we get closer to the Stand Down week, we will be providing you with a checklist of action items and will check in with you to ensure you are all set to activate this event. We hope you will share your success stories with us so we can pass along your experiences to our members and followers.

Sincerely,

Anthony "Tony" Hargis, CTP, AHP  
NWRA National Safety Director

# NWRA Stand Down Tool Kit Agenda

January 23-27, 2017

## Monday January 23, 2017

1. Safety Monday (Safety Stand Down Edition)
2. Conduct a Safety Meeting that includes:
  - a. Case Study/Root Cause Analysis: Examine a previous backing incident as a learning exercise.
  - b. Use a hand-counter to track the frequency that drivers/operators back to raise awareness and establish goals for reduction. Also document on your Risk Assessment Log.
  - c. Refer to List of Resources for more safety practices.
3. Update company's Social Media feed using #StandForSafety
4. Refer to the list of Resources for further safety ideas.
5. Send press release to local media if it hasn't already been done.
6. NWRA to promote Stand Down in press and social media.

## Tuesday, January 24, 2017

1. Safety Monday (Safety Stand Down Edition)
2. Update company's Social Media feed using #StandForSafety
3. Backing Hazards - On the Waste Collection Route
  - a. Conduct Risk Assessment of your work area
  - b. Spotlight on the Backing Guidelines, from the NWRA Safety Manual
  - c. Camera & Proximity Guide
4. NWRA to promote Stand Down in press and social media.

## Wednesday January 25, 2017

1. Safety Monday (Safety Stand Down Edition)
2. Update company's Social Media feed using #StandForSafety
3. Backing Hazards - At the Transfer Station, MRF & Landfill
  - a. Conduct Risk Assessment of your work area
  - b. Spotlight on the Post-Collection Safety Best Practices
4. NWRA to promote Stand Down on social media.
5. NWRA will highlight participants Stand Down success stories (so send them in!)

## Thursday, January 26, 2017

1. Safety Monday (Safety Stand Down Edition)
2. Update company's Social Media feed using #StandForSafety
3. Review and update your company's Safe Driving Policy.
4. NWRA to promote Stand Down on social media.

## Friday January 27, 2015

1. Safety Monday (Safety Stand Down Edition)
2. Update company's Social Media feed using #StandForSafety
3. Post via Social Media
  - a. What did everyone learn?
  - b. Do you still have questions the NWRA Safety Committee could help you with?
4. Complete and send in Stand Down Week questionnaire/check list along with successes you have had in participating in Stand Down.
5. NWRA will recap week with potential interview in press, on social media.

# Backing Guidelines

## Excerpts from the NWRA Safety Manual

Employee safety and health training is an essential component of every employer's operations. Generally, there are five types of training:

- **Employee Orientation.** All new and transferring employees should be made familiar with their new work location, human resource requirements and company specific rules.
- **Job Qualification.** All employees must meet certain minimal requirements (such as possessing a Commercial Driver's License) for safely performing their assigned duties. In some cases this training must be provided after employment begins.
- **Hazard Recognition.** All employees must be familiar with the potential hazards of their workplaces. Training should identify both the hazard and a method of avoiding or safely managing it. Compliance programs from governmental agencies, such as OSHA, require that numerous training programs (e.g., OSHA Hazard Communication) be implemented.
- Parts III and IV of this Manual contain guidance for accident prevention, training and regulatory compliance in mobile equipment operations.
- **Risk Reduction.** Some employees will be identified as requiring special or supplemental training (e.g., Backing Procedures, Safe Lifting) due to their task assignment or safety performance.
- **Follow-up.** Training must be repeated periodically to maintain an employee's knowledge of those requirements and to ensure that the employee's knowledge is based on current job responsibilities and workplace conditions. Documentation of the completion of employee training is essential. Training records for each employee should be stored either in a separate training file or in each employee's personnel or driver qualification file.
- Rear vision cameras and sensor-based (ultrasonic and radar) backing aids are used in the industry to assist with the backing of commercial motor vehicles.

# Requirements for Crew Members

- DO NOT BACK UP WITH A PERSON RIDING ON THE OUTSIDE OF THE VEHICLE
- The driver must STOP BACKING, if they lose sight of the spotter at any time.
- Review and agree on hand signals (and buzzer signals if such a system is installed) with the driver.
- Determine who will act as potter for backing operations.
- Report any physical limitations to the driver and shift supervisor.
- Familiarize themselves with the vehicle and equipment on board.
- Confirm that personal protective equipment and individual waste collection equipment is on board and appropriate for the job to be performed.

## 5.4 Acting as a Spotter

Drivers, yard workers and crew helpers may be called upon to act as a spotter for trucks as the truck is backed (operated in reverse). Each person who functions as a spotter should be properly trained to:

- The Driver and Spotter should discuss the backing path being taken prior to beginning the maneuver.
- Review with the driver the areas being watched by the spotter.
- Agree on hand signals before beginning the maneuver.
- Clear the area to the rear of the truck before backing.
- Know and use standard hand signals when directing the traffic (see examples below of commonly used hand signals).
- Understand the proper rules of safety for backing a truck (see “Backing the Truck” heading in the driving section).
- Be in position to both see the immediate hazard area (such as the container pick-up area behind the truck) and be seen by the driver directly or in the side mirrors of the truck. Make eye contact.
- Make sure that all persons are off of riding steps and clear of the line of travel before signaling the maneuver to begin.
- Immediately give the stop signal to the driver and warn persons or move objects away if any person, vehicle or object enters the hazard area.
- Be certain the hazard area is clear before signaling the driver to resume the maneuver.
- Be aware of and avoid hazards, such as other vehicles, that may approach the spotter’s back.
- Avoid walking backward, and remain clear of the line of movement of the vehicle.

- If the spotter must change positions during the maneuver, signal the driver to stop, and move to the new position before the maneuver is continued.
  - If the driver stops during the maneuver, the spotter should communicate with the driver by making eye contact, use hand signals, or approach the driver and discuss completion of the maneuver.
1. Avoid backing if at all possible
  2. When backing is necessary, use the backing technique most suitable to the situation (see below).
  3. It is preferable to go around the block if a backup can be avoided.
  4. Size up the situation before backing. Walk around the vehicle to examine the area and look for all hazard situations.
  5. Check the surface. Note depressions, bumps, obstacles and any persons who might come into the line of travel.
  6. Check top clearances. Note any unusual overhead obstructions such as wires, fire escapes, signs or canopies.
  7. Check side clearances. Note how wide the vehicle is in relationship to the size of the space being backed into.
  8. After analyzing the situation begin the backing maneuver immediately before the situation has a chance to change.
  9. Activate 4-way flashers.
  10. The primary consideration in backing is the initial position. The safest position is one that permits direction view by the driver, and starts as close as possible to the final position to minimize the distance the truck must back.
  11. In refuse collection operations every attempt should be made to position the truck so that leaving the loading or unloading site will be done toward the flow of traffic.
  12. Although it cannot be avoided in all cases, backing into the traffic flow must be avoided if at all possible.
  13. Back slowly at even rate (about three miles per hour). Ease up to loading docks, transfer station, compactors or the final backing destination, using a "feather touch" on the accelerator.
  14. Repeatedly check both side mirrors and the monitor(s) for the rear vision camera(s), if they are available, as the backing maneuver progresses.
  15. Look for persons or objects that may come into the line of travel. Stop the vehicle immediately and clear the rear of the truck before proceeding.
  16. Be absolutely sure of the distance to the stop point. Use a fixed point on the left side of the vehicle against some external object such as a pole, point on the ground or an adjacent vehicle that would be an indication of the approximate stopping position.
  17. Use a reliable spotter if one is available.
  18. The spotter is to stand in the position to clearly see both the driver and the area to the rear of the vehicle as well as any "blind" spots.
  19. Review standard hand signals with the spotter prior to commencing the maneuver.

20. If the spotter must change his/her position, which requires moving from one side of the truck to the other or walking with spotter's back to the truck, stop the truck, reposition the spotter and then resume the maneuver.
21. If visual contact with the spotter is lost during the maneuver, stop immediately and relocate the spotter.
22. Considerations for Multiple Spotters - Where more than two crew members are available one crew may function as a spotter in assisting the driver with backing the truck. The other crew member should remain within the cab of the truck or at a safe location away from the path of travel of the truck. Where conditions dictate that both crew members are needed to safely back the trucks, great care should be taken, however, to keep both employees clear of the line of travel. If the driver loses visual contact with a spotter, the truck is to be stopped immediately and the spotter(s) relocated. The driver should continually assess the safety of the spotter(s), and use helpers only as this work can be done without creating a hazardous condition.
23. A serious safety issue in the industry is when fatalities and injuries occur when vehicles back into and over workers. The industry is using various options for dealing with this situation ranging from administrative to technology fixes. For instance, rear vision cameras and sensor-based (ultrasonic and radar) backing aids are used in the industry to assist with the backing of some waste services vehicles. Section G, Appendix I of this Part (IV) contains information on those devices and their use in the solid waste and recycling collection operations. LANDFILL, TRANSFER STATIONS, MRFS.
24. Limiting the backing of mobile equipment and trucks is a key factor in preventing accidents. When designing the area, effort should be made to create unobstructed sight lines for all drivers and operators of mobile equipment. Wheel stops can be installed on the vehicle floor to prevent vehicles backing into pits or bins.
25. Restricted work area: The area where forklifts or other similar loading equipment are operating and the areas where trucks and trailers are positioned, loaded or unloaded should be treated as a restricted work area. Visibility can be greatly reduced in this area where forklifts are driving in and out of trailers and trucks are backing into docks. The fast pace associated with dock areas can result in drivers rushing to back into the dock, trailers not being properly secured, or drivers prematurely pulling away from docks with a forklift inside.
26. Where possible, traffic flow should proceed in a single direction through the facility, except for backing in tipping areas.



# Site Safety Best Practices for MRFs, Landfills, & Transfer Station

1. Personal Protective Equipment (PPE)
  - High Visibility Clothing - minimum class 2.
  - Hard Hat
  - Protective Toe Shoes
  - Safety Glasses
  - Gloves
  - Hearing Protection, where noise exceeds OSHA action level.
2. Follow posted speed limit and traffic control signs.
3. Audible alarms and lights must be functional on all mobile equipment while backing.
4. All vehicles in the tipping area must maintain a minimum of 15 feet from other vehicles and heavy equipment.
5. Minimum spacing distance from End Dump/Tractor Trailer is the length of the trailer plus 10 feet.
6. When parking in the tipping area, the cab of your vehicle must be even with the cabs of other vehicles (not staggered).
7. Only the Driver is allowed out of the truck at the tipping area. Always stay within 6 feet of the vehicle.
8. No riders on the outside of vehicles.
9. No salvaging or scavenging allowed.
10. Always follow the directions of Site Personnel. Stop and discuss if their direction violates any best practices listed above. Make eye contact with machine operators and/or ground personnel.
11. No cell phone use at any time.
12. No smoking.

# Risk Assessments

## **RISK ASSESSMENT INSTRUCTIONS**

1. Identify work tasks within a given occupation or department.
2. Identify any potential hazards associated with performing that task. A task can have multiple hazards.
3. Using the Risk Matrix, identify the Likelihood and Severity of hazard(s) associated with a task.
  - a. Likelihood: What is the probability of being exposed to this hazard? How frequently is this task carried out? How many employees perform this task?
  - b. Severity: What are the consequences of being exposed to the hazard(s)? Will the impact extend beyond company employees and property?
  - c. Assign the corresponding numerical value to the respective Likelihood and Severity rating for each hazard.
  - d. Add the Likelihood value to the Severity value to calculate the overall Risk Rating.
4. Identify who is affected/impacted by the hazard(s). For Example, Driver, Helper, Mechanic, General Public, etc.
5. What controls are currently in-place to reduce the hazard(s).
6. Document the Risk Rating calculated in Step #3 for that specific hazard.
7. Identify any additional controls that should be employed to further reduce the risk(s) associated with this task.
8. Plan to update this assessment when there are changes to tasks/processes or on a regular schedule.

		SEVERITY				
		5	4	3	2	1
		Catastrophic	Major	Moderate	Minor	Insignificant
LIKELIHOOD	Almost Certain	10	9	8	7	6
	Likely	9	8	7	6	5
	Possible	8	7	6	5	4
	Unlikely	7	6	5	4	3
	Rare	6	5	4	3	2



**LIKELIHOOD**

**Almost Certain** - Expected to happen or happens frequently.

**Likely** - Will probably occur.

**Possible** - May occur occasionally or might occur in the future.

**Unlikely** - Could occur, but doubtful.

**Rare** - Could occur, but very infrequent or only under extraordinary circumstances.



**SEVERITY**

**Catastrophic** - Death or multiple life threatening injuries. Business disruption.

**Major** - Life threatening injury or multiple serious injuries requiring hospitalization.

**Moderate** - Serious injury requiring medical treatment & lost work time.

**Minor** - First Aid and/or minor medical treatment.

**Insignificant** - minor incidents not requiring medical treatment.



**RISK RATING**

**9-10: Extreme Risk** - Engineering Controls, Work Permit systems and detailed action plans required prior to work being performed.

**8: High Risk** - Engineering Controls, Work Permit systems and detailed action plans recommended prior to work being performed.

**5-7: Medium Risk** - Managed under administrative controls, work procedures and PPE.

**2-4: Low Risk** - Managed under routine work procedures and employee training.



# Safe Driving Policy Template

## 1. Policy

Safe motor vehicle operations are a key element of efficient operations. Employee injuries, vehicle accidents and various forms of property damage can dramatically impact the lives of employees and the public, reduce time available for productive work and ultimately affect the profitability of the company.

The solid waste business with refuse and recyclable material collection, processing and transportation is a highly specialized industry. It combines all of the elements normally associated with the operation of Commercial Motor Vehicles (CMVs) with the operation of complex loading and compaction equipment. Operations management is responsible for ensuring the highest levels of employee and public safety.

The public relations aspect of the waste services business is such that every activity has some bearing on the public's perception of your business and our industry. Whether collecting waste or recyclables from residences and businesses, transporting these materials on public roads, or disposing of them at landfills, MRFs or waste-to-energy plants, all of these vehicle operations are subject to critical public scrutiny.

This level of visible activity underscores the importance of having well trained, skilled professionals operating the CMVs in your fleet.

## 2. Responsibilities

### a. Management and Supervisors

- a) Communicating safety rules, expected safe-work practices and equipment operating requirements to employees.
- b) Implementing and enforcing the requirements of the employer's safety policies and procedures.
- c) Reviewing driving records of individual employees and making recommendations to Executive Management when driving privileges should be suspended or revoked.
- d) Conducting periodic reviews to ensure that potential hazards are identified and that appropriate safe work practices are followed.

### 2.2 Employees

- a) Following the employers' safety rules and requirements.
- b) Conducting themselves as professionals when driving a CMV providing service to a customer or interacting with the public.
- c) Notifying their dispatcher or supervisor of the presence of any potential hazards or conditions which would impact their ability to perform their job safely.
- d) All accidents in company vehicles, regardless of severity, must be reported to the police and to your immediate supervisor. Accidents are to be reported immediately (from the scene, during the same day, or as soon as practicable if immediate or same day reporting is not possible). Accidents involving the employee's personal injury must be reported to Human Resources for Worker's Compensation purposes. Failing to stop after an accident and/or failure to report an accident may result in disciplinary action, up to and including termination of employment.
- e) Drivers must report all ticket violations received during the operation of a company vehicle, or while driving a personal vehicle on company business\*, within 72 hours to your immediate supervisor.
- f) Motor Vehicle Records will be obtained on all drivers prior to employment and no less than every six months. A driving record that fails to meet the minimum criteria stated in this policy, or is considered to be in violation of the intent of this policy, will result in a loss of the privilege of driving a company vehicle.

### 3. Procedures

#### 3.1 Pre-Tip & Most Trip Inspections

Pre-Trip and Post-Trip Inspections of a Commercial Motor Vehicle are required by Federal Motor Carrier Safety Regulations (FMSCR) Part 396.11, Driver vehicle inspection reports. At the start and end of each shift, a truck safety check is to be performed and a vehicle condition report must be completed.

#### 3.2 Safe Driving

- a) Driving on company business and/or driving a company vehicle while under the influence of intoxicants and other drugs (which could impair driving ability) is forbidden and is sufficient cause for discipline, up to and including termination of employment.
- b) Cell phone use while driving is prohibited. Drivers need to be aware when use of the cell phone is creating a distraction from safe driving and adjust their usage accordingly, including pulling off the road to continue/finish the conversation if needed. Whenever possible, Drivers should complete calls while the vehicle is parked and/or use the phone in a "hands free" mode via a headset or speaker. While driving, attention to the road and safety should always take precedence over conducting business over the phone.
- c) No driver shall operate a company vehicle when his/her ability to do so safely has been impaired by illness, fatigue, injury, or prescription medication.
- d) All drivers and passengers operating or riding in a company vehicle must wear seat belts, even if air bags are available.
- e) No unauthorized personnel are allowed to ride in company vehicles.
- f) Drivers are responsible for the security of company vehicles assigned to them. The vehicle engine must be shut off, ignition keys removed, and vehicle doors locked whenever the vehicle is left unattended.
- g) Head lights shall be in use whenever the company vehicle is in motion.
- h) All State and Local laws must be obeyed.

#### 3.3 Backing

Backing has been attributed to at least 25% of all motor vehicle incidents. Some general safety practices are as follows:

- a) Avoid backing if at all possible.
- b) When backing is necessary, use the backing technique most suitable to the situation (see below).
- c) It is preferable to go around the block if a backup can be avoided.
- d) Size up the situation before backing. Walk around the vehicle to examine the area and look for all hazard situations.
- e) Check the surface. Note depressions, bumps, obstacles and any persons who might come into the line of travel.
- f) Check top clearances. Note any unusual overhead obstructions such as wires, fire escapes, signs or canopies.
- g) Check side clearances. Note how wide the vehicle is in relationship to the size of the space being backed into.
- h) Never back with a rider on the rear step.
- i) After analyzing the situation begin with backing maneuver immediately before the situation has a chance to change

- j) Honk your horn and/or activate 4-way flashers immediately before backing.
- k) The primary consideration in backing is the initial position. The safest position is one that permits direct view by the driver, and starts as close as possible to the final position to minimize the distance the truck must back.
- l) In refuse collection operations every attempt should be made to position the truck so that leaving the loading or unloading site will be done toward the flow of traffic.
- m) Although it cannot be avoided in all cases, backing into the traffic flow must be avoided if at all possible.
- n) Back slowly at an even rate (about three miles per hour). "Cover the brake" while backing.
- o) Repeatedly check both side mirrors and the monitor(s) for the rear vision camera(s), if they are available, as the backing maneuver progresses.
- p) Look for persons or objects that may come into the line of travel. Stop the vehicle immediately and clear the rear of the truck before proceeding.
- q) Use a reliable spotter if one is available.
  - 1) The spotter is to stand in the position to clearly see both the driver and the area to the rear of the vehicle as well as any "blind" spots.
  - 2) Review standard hand signals with the spotter prior to commencing the maneuver.
  - 3) If the spotter must change his/her position, which requires moving from one side of the truck to the other or walking with spotter's back to the truck, stop the truck, reposition the spotter and then resume the maneuver.
  - 4) If visual contact with the spotter is lost during the maneuver, stop immediately and relocate the spotter.
  - 5) Considerations for Multiple Spotters - Where more than two crewmembers are available one crew member may function as a spotter in assisting the driver with backing the truck. The other crew member should remain within the cab of the truck or at a safe location away from the path of travel of the truck. Where conditions dictate that both crew members are needed to safely back the trucks, great care should be taken however, to keep both employees clear of the line of travel. If the driver loses visual contact with a spotter, the truck is to be stopped immediately and the spotter(s) relocated. The driver should continually assess the safety of the spotter(s), and use helpers only as this work can be done without creating a hazardous condition.

### **3.3 Accident Procedures**

In an attempt to minimize the results of an accident, the driver must prevent further damages or injuries and obtain all pertinent information and report it accurately.

- a) Call for medical aid if necessary.
- b) Call the police. All accidents, regardless of severity, must be reported to the police.
- c) Record names and addresses of driver, witnesses, and occupants of the other vehicles and any medical personnel who may arrive at the scene.
- d) Complete the form located in the Vehicle Accident Packet. Pertinent information to obtain includes: license number of other drivers; insurance company names and policy numbers of other vehicles; make, model, and year of other vehicles; date and time of accident; and overall road and weather conditions.
- e) Do not discuss accident with anyone at the scene except the police. Do not accept any responsibility for the accident. Don't argue with anyone.
- f) Provide the other party with your name, address, driver's license number, and insurance information.

- g) Immediately report the accident to your supervisor. Provide a copy of the accident report and/or your written description of the accident to the Fleet office ASAP.
- h) There will be a formal accident review conducted on each accident to determine cause and how the accident could have been prevented.

# Sample Press Release

(YOUR COMPANY NAME HERE) STANDS UP FOR INDUSTRY SAFETY BY PARTICIPATING IN NATIONAL SAFETY STANDDOWN.

**Enhanced commitment to best practices, education and training will contribute to improved safety for workers**

(YOUR CITY HERE)—January (XX), 2017—(YOUR COMPANY NAME HERE) announced today that it has joined the 2017 NWRA Safety Stand Down, an initiative of the National Waste & Recycling Association (NWRA.) This week-long training and awareness effort is focused around reducing accidents, fatalities and injuries related to truck backing incidents which represents a common challenge for the industry.

The NWRA Safety Stand-Down on vehicle backing runs the week of January 23 - 27, 2017. (YOUR COMPANY NAME HERE) is a member of NWRA's (CITY or STATE) Chapter and shares NWRA's commitment toward significantly improving safety for the waste and recycling industry.

Participation in the stand down means that (name of company) has joined with waste and recycling companies across the country to commit to:

1. Conducting a risk assessment at job sites and review safety policies and procedures for backing.
2. Review company policies, procedures, consider enhancements, and then training employees on any changes.
3. Posting Stand Down materials to the company website, in employee meeting rooms and on social media sites.

**“We are proud to participate in this nation-wide effort as we come together to ensure that our workers, customers and community are all safe,” said (NAME OF SPOKESPERSON/LEADER), (TITLE) of (COMPANY NAME). “Through training, effective communications and heightened awareness we are committed to helping improve safety across our industry.”**

NWRA has made safety its top priority, a pledge shared by its member companies. This Stand Down is positioned to provide participating companies with the tools, guidance and support necessary to move the needle on backing incidents.

**“We are proud of the commitment of our members to work together to raise the bar for safety in our industry,” said Kevin Kraushaar, Interim CEO and Vice President. “We recognize the need and are striving to make a real difference in keeping our workers and the people they serve safe.”**

The Stand Down brings together companies and interested parties throughout the nation to raise awareness and standards for safety by following sound safety practices and by sharing experiences and solutions. Additional details about the Stand Down can be found at: <https://wasterecycling.org/our-work/safety>. The Safety Stand Down effort is using the social media hashtag #StandForSafety.



In November 2015, NWRA's Kraushaar, NWRA Interim CEO and Vice President issued a call to action on safety for the industry to work toward significantly reducing injuries and fatalities in waste and recycling facilities as part of a comprehensive, data-driven and multifaceted initiative. NWRA is making in-house experts available to member companies to assist in adapting best practices to their individual facilities and implement them accordingly.

As the designated Secretariat for ANSI Standards for the waste and recycling industry for more than fifty years, NWRA also coordinates the ongoing development of new and revised standards for both equipment and protective gear.

#### **ABOUT NWRA**

The National Waste & Recycling Association is the leading organization providing leadership, advocacy, research, education and safety expertise for the waste and recycling industries. NWRA advocates at the Federal, State and Local levels on all issues of importance to our member companies as they provide safe, economically sustainable and environmentally sound services to communities in all 50 states and the District of Columbia.

#### **Contact:**

(YOUR COMPANY'S POINT PERSON ON THIS MATTER)  
(THEIR EMAIL ADDRESS)  
(THEIR PHONE NUMBER)

# Sample Safety Stand Down Social Media Content

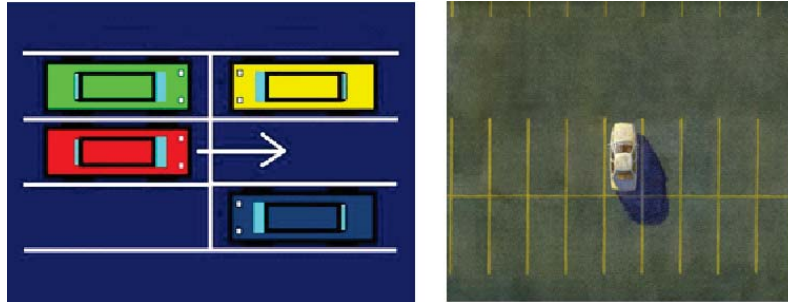
The language below meets the criteria and character count limits for both Facebook and Twitter. You are encouraged to customize this content as you find appropriate.

- I'm standing up for safety by standing down **#StandForSafety @WasteRecycling**
- We put safety first **#StandForSafety @WasteRecycling**
- Safety is first in everything we do **#StandForSafety @WasteRecycling**
- We all have a role in achieving safety **#StandForSafety @WasteRecycling**
- Together we can put a stop to backing incidents **#StandForSafety @WasteRecycling**
- We are proud to take the pledge to put safety first **#StandForSafety @WasteRecycling**
- Training, talking and trucks: we are making our industry safer **#StandForSafety @WasteRecycling**
- It's a matter of life or death: take the pledge and commit to safety **#StandForSafety @WasteRecycling**

# Tips for All Drivers: Alternatives to Backing

## **Pull-Through Parking is a safe option to eliminate backing.**

- When approaching the parking location look for open spaces across from each other that will allow you to pull through and park.
- Think about how you are going to be able to leave the parking spot, when you arrive and park.



## **Curbside Parking**

- Whether at the front of a customer or at the rear entrance, an open curb area provides a safe place to park.
- Curbside parking eliminates vehicle traffic on one side of your vehicle.
- A Safety Cone should be placed on the traffic-side corner, between on-coming traffic and your vehicle.
- Make sure that pedestrian traffic on the curbside is kept clear of your equipment and the path of your activity.



# Resource List

## **Training Guidebooks**

NWRA Vehicle Safety Guide

NWRA Manual of Recommended Safety Practices

## **Industry Standards**

ANSI Z245.1 – 2012 Standard

## **Safety Monday Newsletters**

Pedestrians & Bicyclist Safety - August 31, 2015

Right Turns - June 29, 2015

Transfer Stations, Landfills & MRFs - June, 15, 2015

Temporary Worker Safety - May 11, 2015

Spotters - March 30, 2015

Backing into Trouble - February 16, 2015

Safe Driver Certification - July 14, 2014

Rules of the Road - April 14, 2014

Pedestrian & Bicyclist Safety - February 10, 2014

Visitors and Contractor Safety - January 20, 2013

## **OSHA**

Compliance

Letters of Interpretation

Solutions

Other Resources