



UDOT Safety

"Generating Awareness"



WHAT YOU SHOULD KNOW about UDOT'S NEAR MISS REPORTING APP

State Risk Symposium
Thursday April 23, 2026



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UDOT'S Near Miss Reporting App - What You Need to Know (<https://risk.udot.utah.gov/nearmiss.html>)

ANALOGY OF SAFETY & RISK'S ROI E



Modern warships employ integrated mast systems (IMS) packed with these critical subsystems:

- Early warning
- Radar
- Targeting
- Navigational
- Communications
- Meteorology

IT'S A MODERN-DAY CROWS NEST!



IF UDOT (or your org) WERE A SHIP



Safety/Risk would carry out the IMS or crow's nest functions of that vessel. Why? Because we don't:

- Chart the course
- Steer the ship
- Maintain propulsion systems
- Feed or direct the crew
- Swab the decks*

**It's an analogy - everyone feels like they are swabbing the decks at some point, but this is not our primary job function*

But we are uniquely positioned to see what others cannot see. We detect navigation hazards, transmit warning signals, and have the ability to project future battle damage assessments because we are recordkeeping pros with extensive loss-related knowledge. **Importantly, NO SHIP is seaworthy without us and the bridge knows our tactical and strategic importance!**



UDOT Safety

"Generating Awareness"



UDOT'S Near Miss Reporting App - What You Need to Know (<https://risk.udot.utah.gov/nearmiss.html>)



UDOT Safety

Near Miss Reporting



WHAT WE KNOW vs WHAT WE DON'T KNOW

Heinrich's Law:

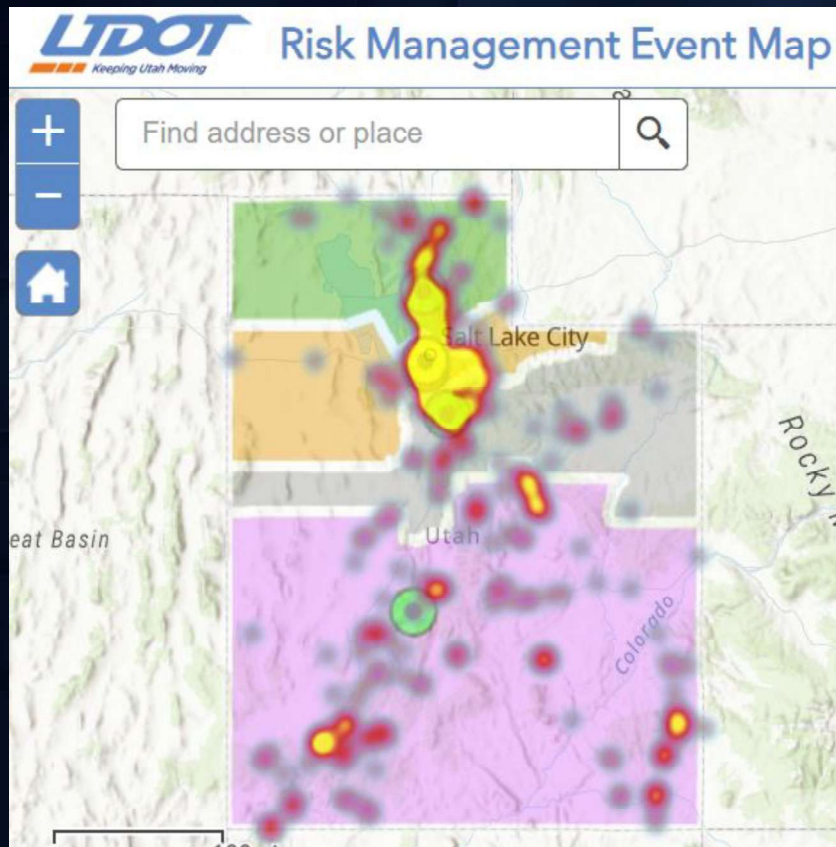
In 1931, while working as an Assistant Superintendent at Traveler's Insurance Company, Herbert Heinrich authored the safety theory that for every major injury there are 29 minor injuries and 300 non-injury events ("NEAR MISSES").

DISRUPTING SIF'S
(SERIOUS INJURIES & FATALITIES)

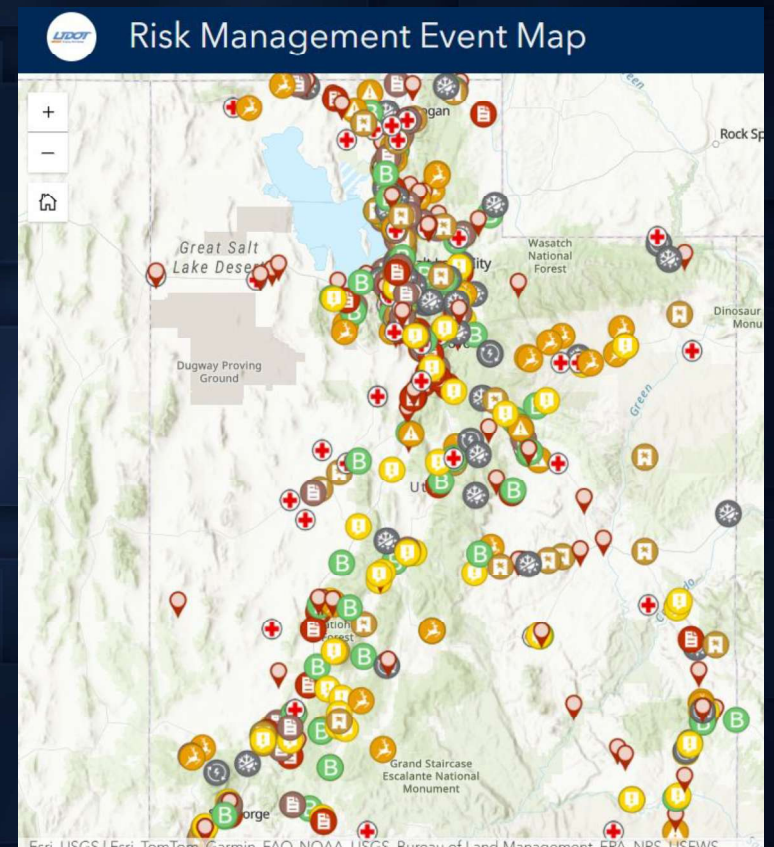
G

Until now, UDOT has not had a way to know (report, capture, or share) what the bottom of this pyramid looks like. Our new app will help minimize these known unknowns.

ELEVATED RISK INDICATORS



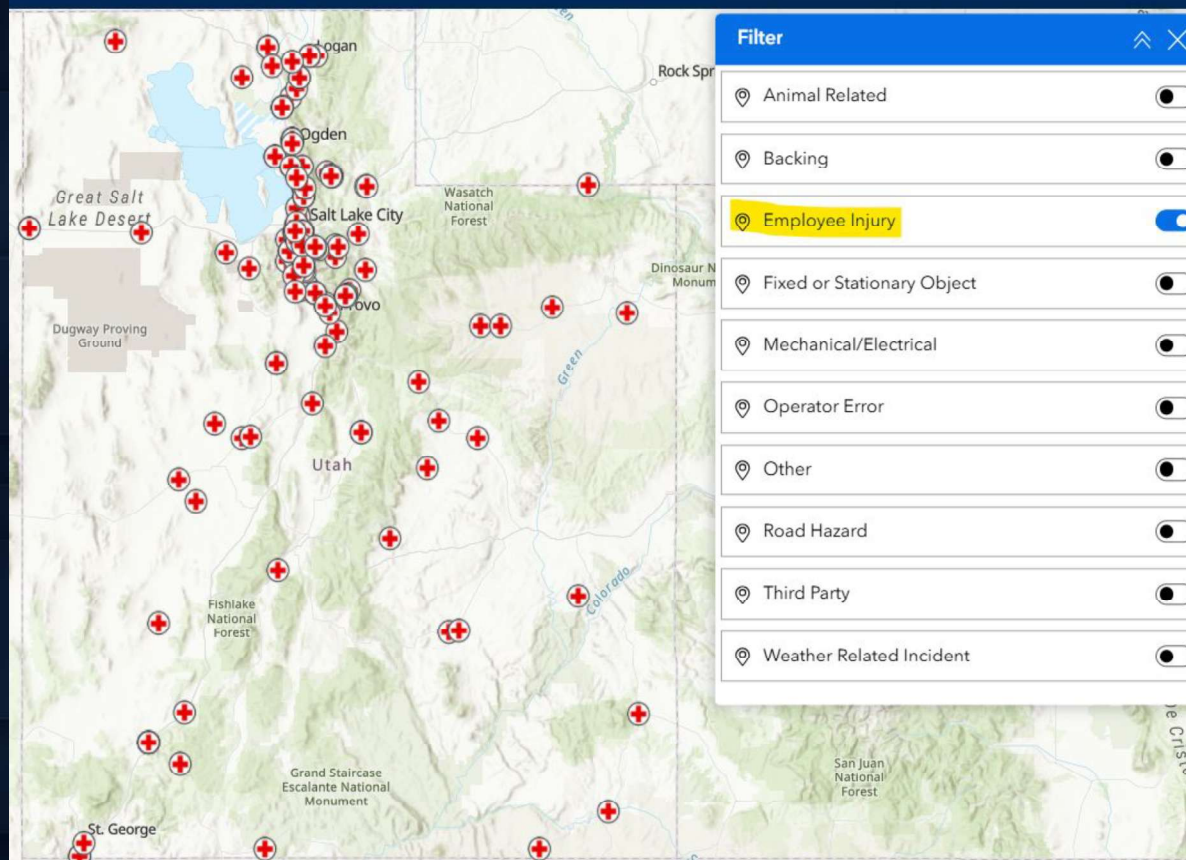
Incident Heat Map



Incident Map by Type

UDOT'S Near Miss Reporting App - What You Need to Know (<https://risk.udot.utah.gov/nearmiss.html>)

ELEVATED RISK INDICATORS



Employee Injury Map

UDOT'S Near Miss Reporting App - What You Need to Know (<https://risk.udot.utah.gov/nearmiss.html>)

NEAR MISS = CLOSE CALL

NEAR MISS: An unplanned event or situation that had the potential to cause harm, but didn't result in any actual injury, damage, or disruption to operations. It's a "close call" where an incident was narrowly avoided.

KEY CHARACTERISTICS

- Potential Harm
- No Actual Harm
- Learning Opportunity

WORKPLACE EXAMPLES

- A worker almost falls due to a previously unnoticed walking surface defect.
- A piece of equipment malfunctions but doesn't cause any damage or injury.
- Stored energy during a guardrail repair almost causes a significant injury (or worse).



NEAR MISS = CLOSE CALL



Prep for **CLOSING** ACTIVITY:

Three volunteers: 1 - Driver, 1 - Pedestrian (dress), 1 - Pedestrian (pants)



[Video LINK](#)



NEAR MISS EXAMPLE



NEAR MISS: We received an email pointing out an issue of snow and ice sliding off of the new skyroof on one of our building. A new roof was installed that was equipped with “snow cleats” and a raingutter which created a safer entrance and exit.





NEAR MISS EXAMPLE



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NEAR MISS EXAMPLE



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NEAR MISS EXAMPLE



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WHY THIS MATTERS!

L I I I O

Since we implemented this proactive safety tool, we are now capturing specific events that could have been actual injuries.

LI LI VI O I L

This research-backed, OSHA-supported, process can prevent serious injuries and save lives.

O IV

While employees can report to OSHA/UOSH, our app lets us address concerns directly and proactively.

I I I O O :

We are starting to get near miss data. We know near misses occur, but we can't mitigate, avoid, or fix what we do not know about.

UDOT's NEAR MISS REPORTING APP



<https://risk.udot.utah.gov/nearmiss.html>

No need to panic! Although sophisticated, the app is not much different than if someone sends an email with a concern to our group. The difference is this reporting channel has a prescriptive, defined, and communicated purpose.

TOP THINGS TO KNOW ABOUT APP

1

Scoped For UDOT's Workforce

UDOT Contractors are independently accountable to OSHA and will likely have their own reporting processes. **Therefore, the use of this app is scoped for UDOT's workforce only.**

2

Voluntary & Anonymous

Employees should be encouraged to voluntarily use this app. It accepts anonymous reporting, so **emphasizing UDOT's Core Values with its use is important.**

3

Retaliation Prohibited

It can't be used for negative performance reviews or discipline. OSHA regs prohibit all forms of employer retaliation against employees reporting safety concerns. **It can, however, be used for positive performance.**

4

Acts As Glorified Email Inbox

No need to panic! Although sophisticated, the app is not much different than if someone sends an email with a concern to our group. The difference is this reporting channel has a prescriptive, defined, and communicated purpose.

SIMPLE PROCESS WORKFLOW



UTAH | Near Miss

LIDOT Mobile Near Miss Reporting App

Welcome to UDOT's Mobile Near Miss Reporting App. A near miss is defined as an incident that could have resulted in an injury, illness, or damage, but did not. When you share near miss incidents you are actively building a positive safety culture that benefits everyone (now and in the future).

Your information is anonymous (unless you choose to provide your contact info). It will not be used for any performance reviews, corrective action, or disciplinary procedures. Instead, it will be used to identify recurring trends and develop targeted strategies to prevent or mitigate similar future incidents.

For more information, please contact UDOT's Risk Management Division ([Employee Safety Section](#)).

Date & Time of the Incident*

Did a near miss happen due to a hazard?*

☐ Yes ☐ No

Description of the event*

Please describe details of the near miss, the location details can be provided near the end of the page.

Mobile Near Miss Reporting App

Summarize this email

LIDOT Near Miss Report # 5

Date & Time of Incident: 07/22/2024 6:25:00 PM

Did a near miss happen due to a hazard: Yes

Type of Hazard (if Yes): Strike Against Object

Description of the Event: Hit my knee on a computer screen

Hazard Rating: Frequent

How often does this occur: Not Reported

Has this near miss been reported: Not Reported

Avoidance recommendations/corrective actions: Not use computers any more

Regional Organization Location: Cavin Rampson/MTF

Additional Location Details: At my desk on the 2nd floor

Contact Status: Yes

Contact Name (if Yes):

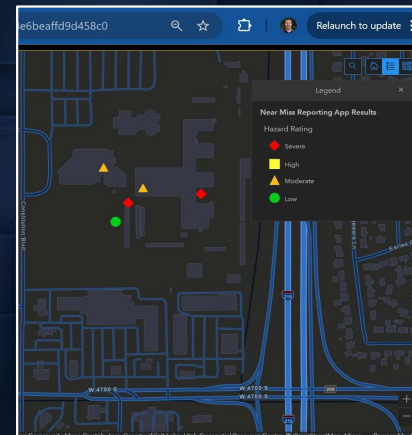
Contact Email (if Yes): randy@lidot.gov

Contact Phone (if Yes): 801-123-4567

Comfortable sharing incident information: Yes

Link to Dashboard to view details: [Dashboard](#)

Record Protection Notice: The data collected through this Near Miss Reporting App including any associated attachments, file uploads, and derivative data analysis-based information constitute records as part of a protected loss occurrence investigation that may be used for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites or hazardous roadway conditions. As such, all associated records are expressly protected against public records release, discovery, and admissibility per Utah GSA/MA - § 0-00-2-105(2)(b) and 23 U.S. Code § 407.



UDOT'S Near Miss Reporting App - What You Need to Know (<https://risk.udot.utah.gov/nearmiss.html>)

NEAR MISS ACCESS

The graphic features a blue background with white silhouettes of several people walking. An orange horizontal bar is positioned at the bottom of the blue area. The title 'Near Miss Reporting App' is written in white text across the middle of the blue background.

Near Miss Reporting App

Dear Fellow UDOT Employees:

NOTHING is more important than every one of us making it home safe each day! There is also no one thing that keeps our workforce safe. Instead, our safety is reliant on a multitude of tools, resources, knowledge, skills, awareness, and ultimately all of us looking out for each other. For this reason, UDOT has built and implemented a mobile app to report "near misses" – close calls that could have led to injuries, crashes, or property loss - but didn't.

Why This Matters!

- Learn from close calls to prevent real accidents.
- Identify safety problems before they cause harm.
- Improve our safety program.
- Follow OSHA recommendations.

How it helps:

- Quick and easy to use.
- Voluntary.
- Anonymous (if you want).
- Never used for discipline.

Resource Links:

- [What You Need to Know \(one-pager\)](#)
- [Near Miss App Link](#)
- [Near Miss FAQs](#)
- [Near Miss App Feedback Form](#)

Let's use this app to make our workplace safer for everyone. Think of this as another tool in your toolbox. Maybe you don't use it every day, but it is here when and if you need it.

NEAR MISS ACCESS

**MOBILE NEAR MISS REPORTING APP**

Safer Together: Sharing a near miss report today makes us safer tomorrow!

DEAR FELLOW UDOT EMPLOYEES

We all know that safety is paramount. Sometimes, even with our best efforts, we experience those "close calls" – moments where a crash, injury, or damage was narrowly avoided.

To help us all learn from these experiences and prevent future incidents, UDOT is launching a new mobile near-miss reporting app.

Here's the key:

- It's quick and easy to use.
- It's completely voluntary.
- It's anonymous unless you want to be contacted.
- It will never be used for negative performance reviews or disciplinary actions.

Think of it this way – sharing your near miss can help prevent someone else from having an actual incident. This app just gives you another way to alert fellow employees that are outside of your immediate team.

Let's all work together to make our workplace even safer!

P.S. Check out this quick background info including why your participation matters:

WHY YOUR PARTICIPATION MATTERS!

Near-miss reports are vital leading indicators in safety management. These proactive measures help identify potential hazards and weaknesses in our employee safety program *before* they lead to accidents or injuries. Lagging indicators, like injury rates, only tell us about problems *after* they've occurred. A strong employee safety program uses leading indicators to drive continuous improvement and lagging indicators to measure overall effectiveness. Implementing this near miss reporting app also brings UDOT in alignment with OSHA recommendations. In addition, it catches us up to what most state DOTs (and advanced safety programs) are already doing.

HEINRICH'S LAW

Heinrich's Law (or Triangle), predicts one serious injury or fatality (SIF) for every 300 near misses or 29 less severe injuries. Near miss reports provide UDOT the best opportunity to disrupt the critical paths leading to SIF's. In the simplest terms, we cannot prevent what we don't know about and we now have a very simple app to help us better understand the bottom of this pyramid.



HOW DO I LEARN MORE?

For more information, please check out our FAQs Link [HERE](https://risk.udot.utah.gov/nearmiss.html).

UDOT's Mobile Near Miss Reporting App (March, 2025) <https://risk.udot.utah.gov/nearmiss.html> Page 1 of 1

NEAR MISS REPORTING

 Mobile Near Miss Reporting App

Welcome to UDOT's Mobile Near Miss Reporting App. A near miss is defined as an incident that could have resulted in an injury, illness, or damage, but did not. When you share near-miss incidents you are actively building a positive safety culture that benefits everyone (now and in the future).

Your information is anonymous (unless you choose to provide your contact info). It will not be used for any performance reviews, corrective action, or disciplinary procedures. Instead, it will be used to identify recurring trends and develop targeted strategies to prevent or mitigate similar future incidents.

For more information, please contact UDOT's Risk Management Division ([Employee Safety Section](#))

Date & Time of the Incident*

Did a near miss happen due to a hazard?*

☐ Yes ☐ No

Description of the event:*

Please describe details of the near miss, the location details can be provided near the end of the page.

Image Upload
Optional

Drop image here or select image



Hazard Rating*

☐ Low ☐ Moderate ☐ High ☐ Severe

How often does this occur?*

☐ Rare ☐ Remote ☐ Occasional ☐ Regularly ☐ Frequent

Has this near miss been reported to your supervisor or to another party that may help resolve the incident?*

Avoidance recommendations/corrective actions*

What recommendations do you have regarding this incident?

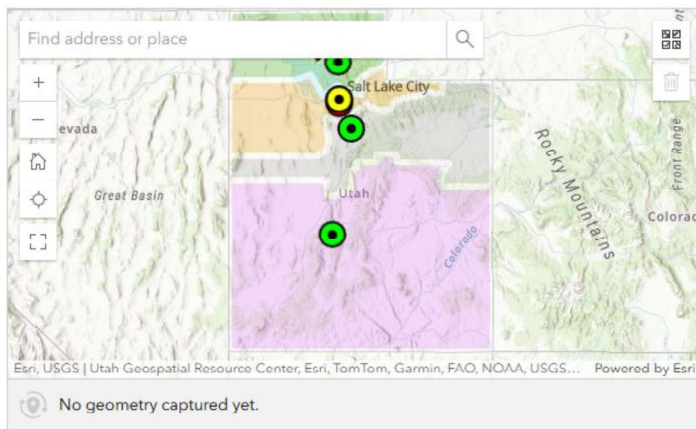
1000

NEAR MISS REPORTING

Location of the Incident*

Zoom in and add the location of the incident.

► Details

A map interface showing the state of Utah and surrounding regions. A search bar at the top left contains the text "Find address or place". Below the search bar are map controls including zoom in (+), zoom out (-), home, location, and full screen icons. The map shows Utah in purple, with labels for "Salt Lake City", "Great Basin", "Rocky Mountains", "Colorado", and "Front Range". Three green location markers are visible on the map. At the bottom of the map, text reads "Esri, USGS | Utah Geospatial Resource Center, Esri, TomTom, Garmin, FAO, NOAA, USGS... Powered by Esri". Below the map, a grey box contains the text "No geometry captured yet." with a location pin icon.

Under which regional organization did the near miss occur?*

-Please select-

Additional Location Details

Details might include: Project Name & Number, Shed or Port of Entry Names, Route or Mile Marker information.

Would you like to be contacted regarding this report?*

☐ Yes

☐ No

Are you comfortable if we share the basics of this near-miss incident to educate other UDOT employees?*

☐ Yes

☐ No

Protected Records Classification Notice:

The data collected through this reporting app constitute records that are part of a potential loss occurrence investigation. This data may be used for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites or hazardous roadway conditions. As such, all associated records are expressly protected against public records release, discovery, and admission per Utah GRAMA - § 63G-2-305(24) and 23 U.S. Code § 407.

Submit

Powered by ArcGIS Survey123

AUTO EMAIL

 Near Miss Report # 21	
Date & Time of Incident:	03/04/2025 11:02:00 PM
Did a near miss happen due to a hazard:	No
Type of Hazard (if Yes):	
Description of the Event:	Driving back from Richfield, a semi pulled out in front of my state vehicle leaving very little time to brake and avoid accident. No accident occurred, but semi trucks seem to be pulling out in front of vehicle more often.
Hazard Rating:	High
How often does this occur:	Remote
Has this near miss been reported:	Reported Today
Avoidance recommendations/corrective actions:	Keep watching out in front of me while driving looking for potential conflicts.
Regional Organization Location:	Region 4
Additional Location Details:	
Contact Status:	No
Contact Name (if Yes):	
Contact Email (if Yes):	
Contact Phone (if Yes):	
Comfortable sharing incident information:	No
Link to Dashboard to view details	Dashboard

UDOT'S Near Miss Reporting App - What You Need to Know (<https://risk.udot.utah.gov/nearmiss.html>)



BACK-END DASHBOARD



Near Miss Stats Dashboard

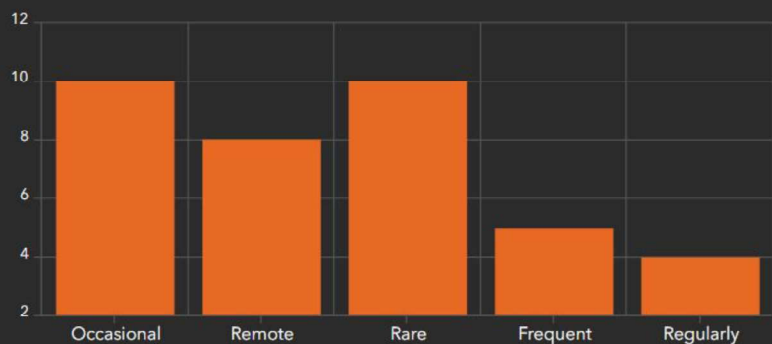
Total Reported
37



Total

Map

How often do the report occur?



Reports by Hazard Type



Reports By Location



3%

Region 1



8%

Region 2



3%

Region 3



70%

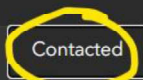
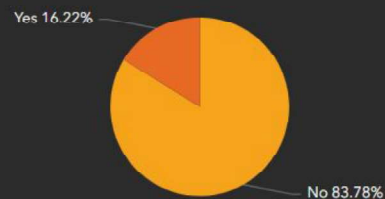
Region 4



16%

Complex, TOC, POE & Aeronautics

Are you willing to be contacted?



Contacted

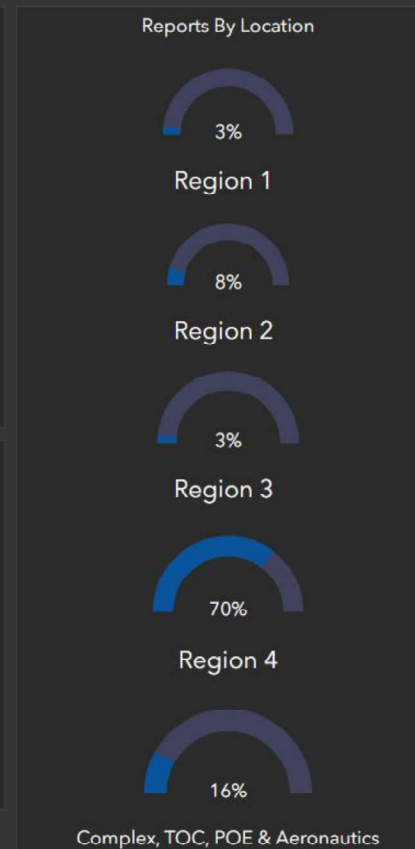
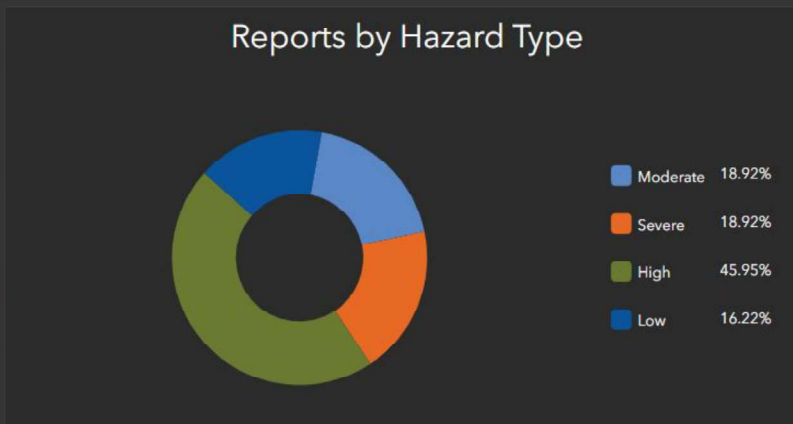
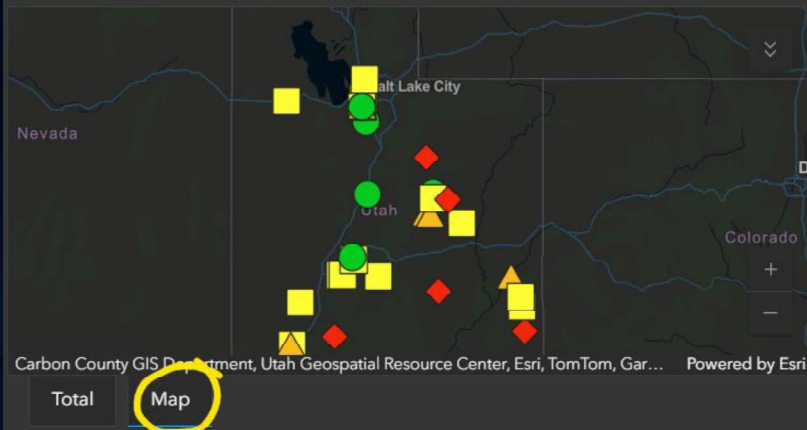
Sharing



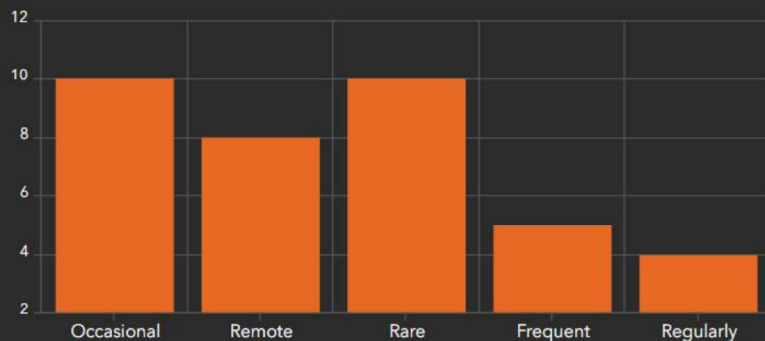
BACK-END DASHBOARD



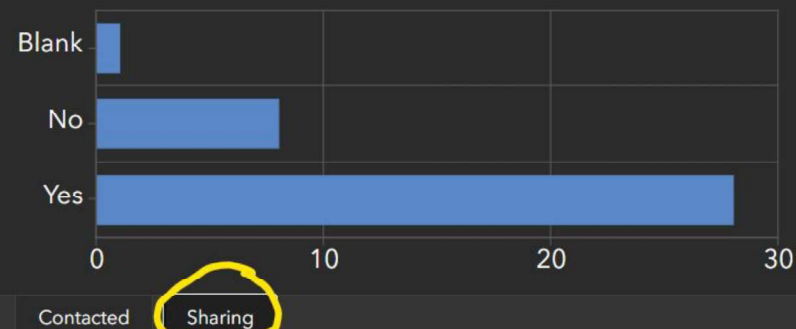
Near Miss Stats Dashboard



How often do the report occur?

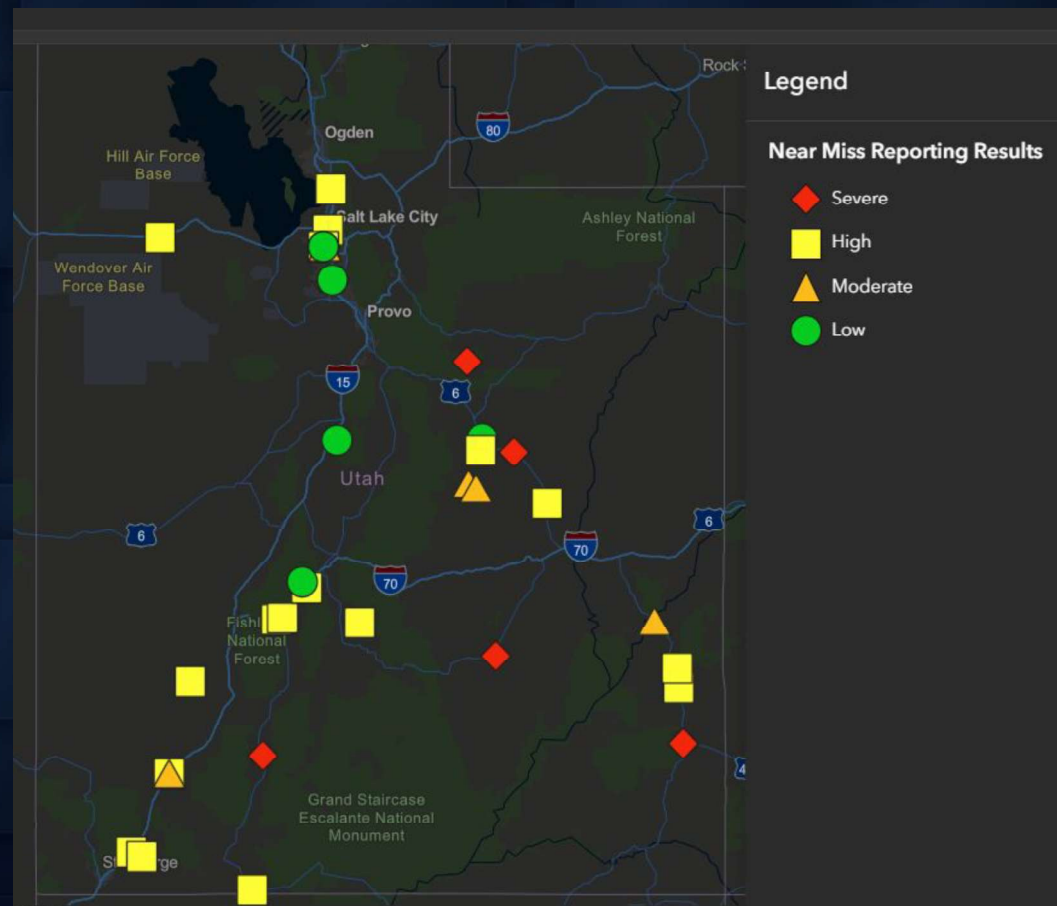


Are you comfortable if we share the basics of this near miss incident to educate other UDOT employees?





BACK-END DASHBOARD



UDOT'S Near Miss Reporting App - What You Need to Know (<https://risk.udot.utah.gov/nearmiss.html>)

BACK-END DASHBOARD

Near Miss Reporting Dashboard

Total Reported
37

Record #38

Date & Time: 12/11/2025, 9:28 AM
Hazard Rating: High
Regional Location: Region 4
Reviewed by: Nick Peterson
Date Reviewed: 1/6/2026, 12:00 PM

Record #37

Date & Time: 11/4/2025, 4:28 PM
Hazard Rating: High
Regional Location: Region 4
Reviewed by: Nick Peterson
Date Reviewed: 11/12/2025, 12:00 PM

Record #36

Date & Time: 10/21/2025, 12:15 PM
Hazard Rating: Low
Regional Location: Calvin Rampton/MTF
Reviewed by: Nick Peterson
Date Reviewed: 10/22/2025, 12:00 PM

Record #35

Confirm the date the report has been reviewed

11/12/2025

[Calculate answer](#)

Reviewer Hazard Rating*

This maybe the same as the original report.

Moderate

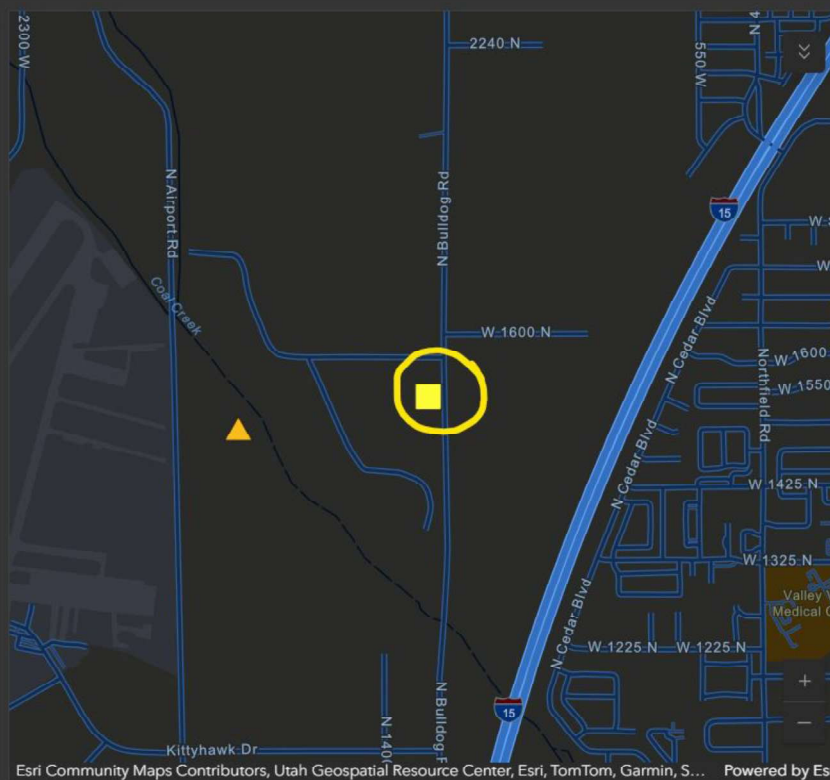
Comments

Enter log comments from your review

Reviewed and passed the information along to Kyle Christensen for review at their shed.

1913

Submit



Map

Table

Edit Locations Map

Near Miss Reporting

Record # 37

Date & Time of the Incident: 11/4/2025, 4:28 PM

Did a near miss happen due to a hazard? Yes

Type of Hazard: Cut/Puncture/Scrape

Description of the event: Nathan just about lost a finger due to lifting the wing arms. Nathan cut his finger off his glove.

Other - Type of Hazard

Hazard Rating: High

How often does this occur? Rare

Has this near miss been reported to your supervisor or to another party that may help resolve the incident? Reported Today

Avoidance recommendation s/corrective actions: none just be carful

BACK-END DASHBOARD

Near Miss Reporting Dashboard

Total Reported

37



Regional Location: Region 3
Reviewed by: Nick Peterson
Date Reviewed: 5/6/2025, 12:00 PM



Record #27
Date & Time: 4/30/2025, 1:30 PM
Hazard Rating: High
Regional Location: Region 2
Reviewed by: Nick Peterson
Date Reviewed: 5/1/2025, 12:00 PM



Record #26
Date & Time: 4/8/2025, 8:42 AM
Hazard Rating: High
Regional Location: Region 4
Reviewed by: Nick Peterson
Date Reviewed: 4/16/2025, 12:00 PM



Record #25
Date & Time: 3/10/2025, 9:45 AM
Hazard Rating: High
Regional Location: Region 4
Reviewed by: Nick Peterson
Date Reviewed: 3/19/2025, 12:00 PM

Confirm the date the report has been reviewed

5/1/2025

[Calculate answer](#)

Reviewer Hazard Rating*

This maybe the same as the original report.

High

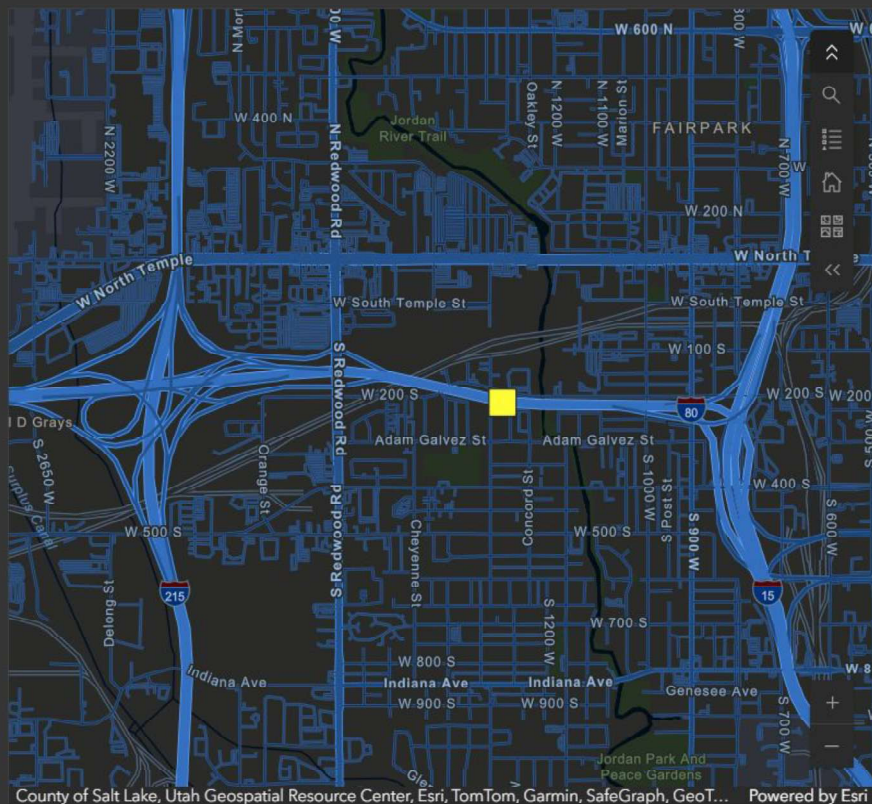
Comments

Enter log comments from your review

Reviewed and sent a follow up email to Alex and Region2 Safety manager.

1929

Submit



Map

Table

Edit Locations Map

Type of Hazard	Other
Description of the event:	I observed a UDOT 10 wheeler driving with the bed raised. The driver had just dumped material about 1/4 mile down the road, and neglected to lower the dump bed. I did not have my radio with me, so I called the Station Supervisor of that area to have them reach out to their crew to make sure everyone lowered their bed. They called me back and verified they made contact with the driver, the bed was lowered, and proper dumping procedures would be discussed with the crew again.
Other - Type of Hazard	Raised truck bed
Hazard Rating	High
How often does	Occasional

UDOT'S Near Miss Reporting App - What You Need to Know (<https://risk.udot.utah.gov/nearmiss.html>)

SIMPLE LAUNCH COLLATERAL

- THIS TOOL IS A SIMPLE AND SELF-EXPLANATORY
- WE HAVE A SIMPLE ONE-PAGER THAT IS LINKED TO FAQs
- IT REQUIRES LITTLE EXPLANATION AND OUR WORKFORCE IS SMART ENOUGH TO FIGURE IT OUT
- APP IS LIVE NOW (CAN BE USED TODAY)

IMPLEMENTATION ACTIONS:

- UDOT Newsletter Announcement
- UDOT ScreenCloud - to follow
- UDOT Employee Resources Site links
- QR code field posting

UDOT Keeping Utah Moving

MOBILE NEAR MISS REPORTING APP

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UDOT's Mobile Near Miss Reporting App (March, 2025) <https://risk.udot.utah.gov/nearmiss.html> Page 1 of 1

NEWSLETTER ONE-PAGER

UDOT Keeping Utah Moving

FAQS - MOBILE NEAR MISS REPORTING APP

Q1 How is a near miss defined?

Q2 What is the difference between a near miss and an incident?

Q3 Should I use this app if a near miss has not occurred, but I believe one might occur?

Q4 Can I skip telling my supervisor about a near miss and just use this app?

Q5 Can I get in trouble for reporting a near miss?

Q6 Why does the app allow for anonymous reporting?

Q7 Can project construction contractors or their employees use this app on UDOT projects?

Q8 What if a UDOT employee experiences a near miss on a project construction site?

Q9 What will UDOT do with the near miss reports?

Q10 How will the reported information be shared?

Q11 How do other DOTs leverage this information?

Q12 Can I share this info outside of UDOT?

Q13 How do I request access to near miss info, submit questions, or provide feedback?

Q14 Placeholder

Scan the QR code above to access the mobile version via phone or click [THIS](https://risk.udot.utah.gov/nearmiss.html) link to use the web version.

Q1 How is a near miss defined?

A near miss, in the context of workplace safety, is an unplanned event or situation that had the potential to cause harm, but didn't result in any actual injury, damage, or disruption to operations. It's essentially a "close call" where an accident was narrowly avoided.

Key characteristics:

- **Potential Harm:** The event could have led to injury, property damage, or environmental impact.
- **No Actual Harm:** No one was hurt, and nothing was damaged.
- **Learning Opportunity:** Near misses are valuable indicators of potential hazards and weaknesses in safety protocols. Analyzing them can help prevent future accidents.

Examples:

- A worker almost falls due to a previously unnoticed walking surface defect.
- A piece of equipment malfunctions but doesn't cause any damage or injury.
- Stored energy during a guardrail repair almost causes a significant injury (or worse).
- A chemical spill is contained before anyone is exposed.

Q2 What is the difference between a near miss and an incident?

A2 [THIS](#) short sub-one minute video does a good job of explaining the differences.

Q3 Should I use this app if a near miss has not occurred, but I believe one might occur?

FAQs - UDOT Mobile Near Miss Reporting App <https://risk.udot.utah.gov/nearmiss.html> Page 1 of 1

LINKED FAQs

UDOT'S Near Miss Reporting App - What You Need to Know (<https://risk.udot.utah.gov/nearmiss.html>)

YOUR BACKING MATTERS!

YOUR BACKING CAN LITERALLY SAVE A LIFE OR PREVENT A SERIOUS INJURY

1

Get Familiar With App

Familiarize yourself with the simple app and read the FAQs.

2

Talk It Up & Encourage Use

Your backing on its use can literally save a life or prevent a serious injury.

3

Channel Feedback



SCAN QR CODE OR
CLICK [THIS LINK](https://risk.udot.utah.gov/nearmiss.html)



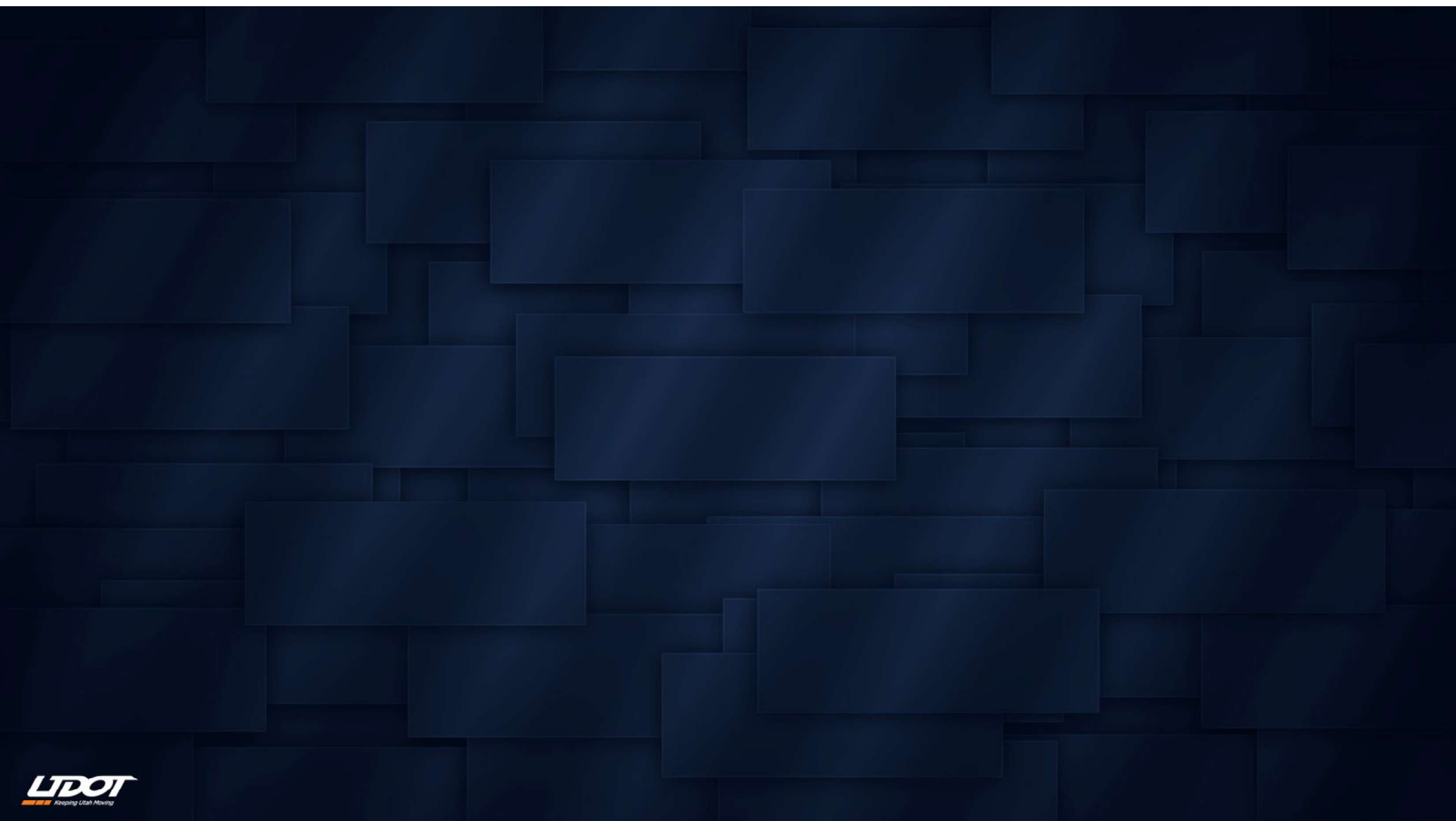


NEAR MISS = CLOSE CALL



[Video LINK](#)

UDOT'S Near Miss Reporting App - What You Need to Know (<https://risk.udot.utah.gov/nearmiss.html>)



To Protect Life & Limb!



JHA (Job Hazard Analysis)



To Protect Life & Limb!



A UDOT employee and his co-worker were standing outside the door that opens outward into the East corridor from the warehouse. One employee was standing to the right of an adjacent bollard and the other employee was standing to the left of it.





To Protect Life & Limb!



The employee standing to the left of the door opened it without realizing that his co-worker's hand was resting on the bollard. Due to the lack of space between the bollard and the silver strip that runs down part of the door, the employee's finger was fractured when the door was opened.





