

ACTIVITY	HAZARD	SAFETY CONTROLS
In General and at all Times	Numerous	SHS (Show Support) crew will put safety first at all times. All crew will undertake work with due care and diligence. It is the responsibility of all crew to identify risks they encounter and then implement appropriate preventative measures. When a 'new' risk is identified then time out is taken to develop a procedure to prevent or minimise that risk. Clear instructions are to be given to crew at all times by Crew Chiefs and Field Managers.
Movements in and around a Loading Dock	Vehicle Traffic Hazard	All crew shall take care when moving around a loading Dock, keeping a look out for vehicles and forklifts. Crew will never put themselves between a truck and the dock except when opening the doors when the driver is fully aware of the situation. Whenever a truck is reversing, a spotter will signal the driver from behind the truck ensuring that the driver's 'blind spot' is clear of hazards. All relevant Personal Protective Equipment (apparel) must be worn.
Unloading of Vehicles	Finger Jams, Lifting Heavy Objects, Risk of Back, Neck Injury/Crushing.	Crew are to be well supervised by Crew Chief/Field Manager or by the most experienced loader in the truck, or the driver. Care is to be taken when groups of people are unloading. Appropriate numbers of crew per object to limit lifting weights. Clear instructions to be given at all times. All equipment to be lifted in the correct manner ie back straight, knees bent. Handles of road cases not to be used as they can snap off. In wet weather always have at least three people escorting roadcases off the ramp, one behind and two either side. Always keep the bottom of the ramp clear. Do not take anything down the ramp until the area at the bottom of it is clear.
Rigging Points	Working at Height & Above Others	Rigging shall be carried out only by licensed, experienced riggers. At least one 'ground rigger' should be assigned to each 'top rigger' to alert personnel working below. Hard hats shall be worn when riggers are working overhead. No rigging equipment which is not rated or is in any way defective is to be used under any circumstances. No equipment is to be rigged in any ceiling without a good understanding of the roof's load capacity from engineers drawings. Estimated weights of equipment rigged should always be written on the rigging plan and signed off by head rigger or supervisor. Alarm Systems must be checked and deactivated before any rigging can take place.
Run Chain Motors Up	Finger Hazard	Chain Motors are only to be operated by competent crew. The operator must have a clear line of sight to all motors. Crew who are guiding slack chains must keep their hands at least 600 mm from the chain motor. If a motor becomes snagged, they must yell out "Stop!" immediately to notify the Chain Motor controller operator.
Raising/Lowering Truss by Chain Blocks	Falling Equipment/Potential machinery malfunction	When trusses are being raised or lowered the area directly beneath them will be kept clear. No personnel that are not involved in the task will be anywhere near the activity. One person shall man each chain block which will be 'called' by one competent supervisor who shall ensure the area is kept well clear of punters/crew and who shall ensure that the truss is level (ie horizontal) at all times. At the first sign of any malfunction of the block the area shall be completely evacuated until a competent rigger has checked the equipment. Also if a block has been lowered when the hook is jammed in the block, the chain must be raised again before any attempt is made to prise the hook free.
Entering/exiting a vehicle through Loading Docks and back of house areas	Hazards	When pushing equipment into venues ensure all crew are kept clear of moving vehicles. Also be careful when entering doorways that swing both ways that no one is coming from the other way. Never eat any food left out in back of house areas of hotels. Do not hold elevator doors open longer than necessary and do not overload them. Always be safety conscious.

Rig Lights and Cable Lights	Lifting/Electricity	Good lifting practices are to be followed at all times. Larger lights (eg Mac 2000s) should always be carried with at least two crew. Excess cabling should always be 'figure eighted' or run up and down a truss, never left in a tight coil. Lights or cables without a current testing tag should never be used.
Erecting Truss Structures	Moving Structures, Uneven Weight Distribution, Torsion stress to structure.	The Crew Chief/Field Manager will ensure that all those involved understand the process that is to be followed. All crew must be comfortable with and understand their role. Clear instructions to be given to crew at all times by Crew Chief/Field Manager
Raising Truss on Chain Blocks	Moving Structures, Uneven Weight Distribution	A spotter is to be in position with a clear line of sight to Chain Block operators and truss. The spotter will call start and stop and must ensure the truss is lifted evenly. No personnel will be under a moving truss. All slings on the truss should be rated and free from any corrosion or damage and not twisted. Shackles should be rated and inspected before use. A maximum of 10 meters should be allowed between slings on a length of truss
Raising Truss on Winch Ups	Moving Structures	A spotter is to be in position with a clear line of sight to Winch Up operators and truss. The spotter will call start and stop and must ensure the truss is lifted evenly. No personnel will be under a moving truss. As always, the truss should have a minimum of four, high tensile bolts at each join. A maximum of 10 meters should be allowed between winch ups on a length of truss.
Raising Trusses on Chain Motors	Moving Structures, Uneven Weight Distribution	Trusses must only be moved by competent crew. A spotter is to be in position with a clear line of sight to Chain Motor operator and truss. The spotter will call start and stop and must ensure the truss is lifted evenly. No personnel will be under a moving truss. All slings on the truss should be rated and free from any corrosion or damage and not twisted. Shackles should be rated and inspected before use. A maximum of 10 meters should be allowed between slings on a length of truss
Test System	Electric Shock	All equipment is to be tested and tagged (as per AS 3760:2001) prior to being used on a show. All power circuits are to be protected by residual current devices.
Rigging Audio/Lx/Vision from Pre-rigged Truss, Focus Lights from Truss	Working at Heights	For crew climbing truss, a full body harness must be worn. If rigging equipment to a prerigged truss from an EWP only competent, ticketed operators can drive (WP ticket for machines capable of over 11 meters). All equipment must be safely stored so as to prevent any falling objects. Ground crew must keep the area around the EWP clear of personnel, equipment or any movable obstruction. Never stand on the guard rail of an EWP or exit it whilst at height. Extreme caution must be taken to avoid colliding with anything whilst in an EWP. Personnel on the ground should wear hard hats and stay clear of any work that is happening above.

Ladders	Working at Height, Risk of Falling	Ladders shall be used in accordance with standards. Crew shall never stand on the top, or second top rung of a ladder and always use three points of contact when using a ladder. The ladder is to be footed by a competent crew member. Correct lifting procedures are to be used when carrying a ladder. For extension ladders a 4:1 ratio is to be employed. The top of an extension ladder must be secured to a fixed structure. Ladders must always be used on level ground. Ladders must be correctly spaced before attempting ascent. Ground crew must be aware of ladders and must never move or bump them while people are working on them.
Working on Catwalks	Risk of Falling or Dropping Equipment	Care shall be taken at all times when working in catwalks. Where any part of the body is to protrude through the handrail to access a light or fixture, speaker, projector etc, a harness must be worn and affixed to a suitable point. All tools should be lanyarded. All equipment must be safely stowed/transported within the catwalk. If any equipment falls from the catwalk or roof, immediately, and without hesitation, yell out "Heads". But better still, take it upon yourself to ensure no equipment or personnel fall out of the ceiling.
Sound Check	Ear Damage	During sound check all crew are to be supplied earplugs by the audio company responsible, or exited the venue. Under no circumstances have your ear next to a speaker during a soundcheck.
Setting Speakers or Lights on Stands	Risk of Tipping over on Someone	All speaker stands or Lx Manfrotto stands shall be set up correctly, with the feet spread wide to ensure maximum stability. Any protruding stand legs which may be a trip hazard should always be gaffed with safety (black and yellow) or white gaff to make them visible. The floor around them should also be gaffed to make them visible as well. Everything must be done to minimise the risk of an accident.
Pushing Roadcases	Risk of Crushing Injury	When pushing roadcases in a line, make sure there is plenty of space between people pushing roadcases to ensure that no one runs over the heels of the person in front of them. Also take care in general not to run into anything or anyone when pushing roadcases through corridors etc.
Working in the presence of Forklifts, other Machinery	Risk of Injury	When any dangerous machinery is operating around crew, they should all be wearing safety vests to increase their visibility. They should take extra precautions to stay out of thoroughfares that may be used by forklifts and not to block the paths that forklifts may use. If they see something potentially in the way of a forklift or EWP they should remove it whether it has anything to do with them or not. Everyone must have their wits about them when in the presence of machinery and be ready to shout out a warning to others. If any crew see a forklift or EWP operator behaving in a manner they deem to be dangerous, they should notify their superior at once.
Working with Leads	Risk of Electric Shock/Tripping Hazard	All leads will be gaffed down correctly, railroaded and tabbed against walls and completely gaffed with cable trays across doorways. Care will be taken to ensure no one opens the door while an SHS member is gaffing leads across it. All leads shall be checked for current testing and tagging. Be aware to never overload circuits. Care will be taken with drinks/fluids around electrical equipment. Never split live looms or use a knife to split looms. Joints will be sealed in wet weather. Always have both ends of 3 phase, or any power lead, plugged in before turning on. Cable ties will not be snapped off by pulling leads, care will be taken to snip them off without damaging the

Working Outdoors	Dehydration/UV Protection/Wet Weather Clothes.	All crew shall take care when working outdoors. Hydration is extremely important as is UV protection. 15+ sunscreens should be used as well as sunglasses, hats, long sleeves etc. In wet weather, crew should have the correct wet weather/high vis clothes for the job. Crew should also be aware to bring jackets etc in cold weather.
Meals/Breaks	Accidents due to fatigue	Crew will have adequate break times to rest and will also eat at correct intervals to prevent fatigue or weakness due to hunger. Also crew should ensure they have plenty of rest before starting a shift.
Truss	Finger jamming/injury	Truss will never be left standing up but will always be left lying down on the ground. Two people minimum to carry box truss. Spiggots should never be left on the ground as they are a dangerous slip hazard. Never move truss while others are bolting it. Truss will not be unbolted until it's on the ground. Much care will be taken when carrying truss not to swing it around and bump someone or something with it.
EWP Operating	Danger of crushing driver/ground crew	Tools/equipment will be carefully handled when the EWP is at height. Only competent, ticketed personnel to operate EWPs. Never stand on the guard rails of an EWP or alight an EWP while it is at height. Don't hang lights etc from the outside of an EWP and always complete the logbook prior to operation. Be careful leaving your fingers on the guard rail when moving the EWP in tight or confined spaces.
Forklift Operation	Danger of Crushing people/equipment	Only competent/ticketed personnel to operate a forklift. No Drugs or Alcohol. Forklift operators will be exceptionally careful when using the forklift. Forklifts will always be reversed downhill with a load. The tines of a forklift will always be left on the ground when it is stationary.
Truck Driving	Danger of Accident	Only competent personnel with the correct license to drive a truck. No Drugs or Alcohol. The correct amount of breaks will be taken to regularly rest a driver on long trips. Truck Drivers will never allow their vehicles to be overloaded and will stop in all truck weighing bays to check the load weight. The load will be distributed evenly across the truck.