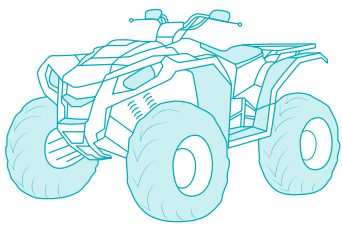


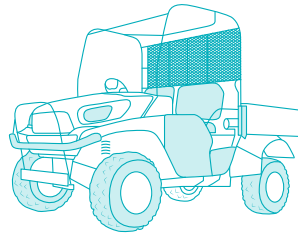
Non-Camera Utility Vehicles

ACTSAFE SAFETY BULLETIN #40

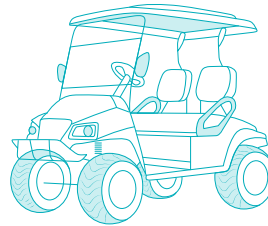
This bulletin provides guidelines for working safely on or around non-camera utility vehicles used for production support. These include vehicles with small fuel engines or electric motors, such as all-terrain vehicles (ATVs), utility-terrain vehicles (UTVs), golf carts, and snowmobiles. For information on camera vehicles, see Safety Bulletins [#8](#) and [#8A](#).



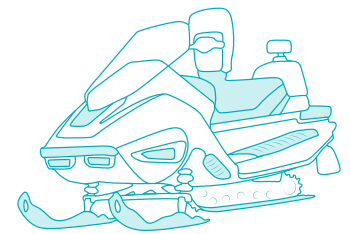
All-terrain vehicles (ATVs) — Small motor vehicles with low-pressure tires, handlebars, and a seat that the operator straddles. They are designed for off-road use and may be equipped with aftermarket track kits.



Utility-terrain vehicles (UTVs) — Similar to ATVs but with two or more seats positioned side by side and enclosed within a roll cage. They also have foot controls and a steering wheel rather than handlebars.



Golf carts — Small, typically electric-powered vehicles, with seats for two or more people. They have foot controls, a steering wheel, and may include features such as pickup beds or flatbeds.



Snowmobiles — Motorized, tracked vehicles for use on snow. They have handlebars and a seat that the operator straddles, which can also accommodate a single passenger.

Operating methods, locations of controls, safety devices, and load capacity may vary between models and equipment manufacturers. For information on safe operating practices, refer to the manufacturer's operating manual. Employers must ensure that manuals are available to operators and other workers, either on the vehicle or at a nearby, readily accessible location. Some newer machines may also have a QR code that links to online information specific to the vehicle.

HAZARDS

Anything that could interfere with the normal operation of a non-camera utility vehicle may be a hazard. This section describes some examples of hazards.

Environment

- Collisions with vehicles or equipment, people, or obstacles
- Uneven, raised, or sloped surfaces and edges, variable terrain (e.g., transitions from solid ground to mud or sand)
- Adverse weather conditions (e.g., rain, ice, snow, mud, fog)
- Restricted visibility and blind spots (e.g., dark conditions, obstructed views)

Equipment

- Modifications compromising vehicle integrity
- High centre of gravity
- Exceeding the vehicle's load limit
- Unstable or shifting loads
- Passenger weight distribution
- Unsafe loading and unloading, or overloading
- Incorrect attachment of accessories or equipment
- Insufficient maintenance
- Incorrect tire type or inflation pressure



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Workers

- Inexperienced or untrained operator
- Operator error or unsafe practices (e.g., fatigue, loss of focus, horseplay, jumping on or off, limbs outside of vehicle)
- Inappropriate speed and manoeuvring
- Inadequate path for vehicle (e.g., narrow, sloped, sharp turns, low clearance)
- Insufficient communication and safety coordination

CONTROL MEASURES

Choose the right vehicle for the task. If in doubt, check the manufacturer's recommendations.

In addition, consider the following control measures to protect performers and crew.

Licensing and qualifications

Employers are responsible for ensuring that operators are qualified and trained to use the vehicle safely. Operators may need additional training, depending on their familiarity with the route and the vehicle. Operators must also have a valid driver's licence when required.

Qualified operators

According to the Occupational Health and Safety Regulation, *qualified* "means being knowledgeable of the work, the hazards involved and the means to control the hazards, by reason of education, training, experience or a combination thereof."

Vehicle modifications and loading

Modifications must not compromise the safe operation of the vehicle or the safety of the operator and passengers. A professional engineer must certify any modification that could impact the structural integrity or stability of the vehicle.

If the vehicle is designed to carry or tow loads, secure and balance the load so it doesn't shift, fall, or affect the vehicle's stability or manoeuvrability. Operators should consult the vehicle's manual and must not exceed manufacturer load recommendations. Overloading can significantly affect the vehicle's braking capabilities and the operator's control over the vehicle.

Personal protective equipment (PPE)

Before using a vehicle, the operator should work with their supervisor to assess the risks, consult the manufacturer's manual, and determine what PPE will be needed for the operator and any passengers (e.g., helmets, seat belts, eye protection, hearing protection, gloves).

PPE selection may depend on:

- Manufacturer recommendations
- Vehicle speed
- Terrain and weather conditions
- The load (e.g., hazardous materials)
- Visibility (e.g., lighting on location)
- Duration of exposure to vehicle noise or vibrations
- The type of vehicle (e.g., enclosed cabs vs. those without a roll cage)

PRIOR TO OPERATION

Pre-ride inspection

The vehicle operator or a designated, qualified person should inspect the vehicle before use and

ensure that it is in good working order and properly adjusted for the operator and the task at hand. The operator or other qualified person must have enough



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time to do the inspection and, if necessary, make repairs or adjustments.

Any defects must be noted in a maintenance record and be made available to other operators and maintenance workers. WorkSafeBC has an

[All-Terrain Vehicles \(ATVs\) and Utility Transport Vehicles \(UTVs\) Checklist](#) that you may find useful.

Ramps and other equipment must also be examined before use to determine if they are safe.

DURING OPERATION

When using the vehicle, the operator must:

- Stay alert and focused
- Maintain appropriate speed and control
- Keep an eye on the surroundings and any potential hazards
- Be prepared to implement emergency protocols, if necessary (e.g., a cut-off switch or

dead man switch that allows the vehicle to be turned off instantly)

Operators and crew must:

- Prohibit horseplay at all times
- Keep arms and legs inside the vehicle while it is in motion
- Enter and exit the vehicle safely, without jumping

SAFETY MEETINGS

During safety talks, the 1st AD, in consultation with the Transportation department, should communicate protocols for non-camera utility vehicles to performers and crew.

Hold a new safety talk promptly if there are changes to the vehicle route or additional hazards are identified.

REGULATORY REFERENCES

- [Part 16: Mobile Equipment](#)
- [Section 8.12, Safety Headgear — Use with all-terrain vehicles, snowmobiles, motorcycles](#)

Actsafes Safety Association

Actsafes (www.actsafes.ca) is a not-for-profit health and safety association supporting British Columbia's arts and entertainment industries. Actsafes provides resources and training to employers, workers, and supervisors. We are always here to provide information relevant to best practices around health and safety in the arts and entertainment industries in B.C.

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