



TAILGATE

HUMAN-CENTRED HEALTH and SAFETY TRAINING MATERIALS

TOOLBOX TALK: Winter Anchor Point Safety

Date: _____ Crew / Site: _____

How to Use This Safety Talk

This is a short, practical conversation guide - not a lecture. Read it in your own words make it personal for your crew by adding site specific examples, something you noticed recently or additions from your Company HS program. You don't need to memorize anything or sound polished - be yourself.

Opening

Before we get started today, I want to talk about how we use our **anchor points and anchorages in winter** - and why we don't treat them the same way we do in warmer conditions.

This isn't about questioning anyone's experience. Everyone here knows what an anchor is and how it's supposed to work. If you're unsure about an anchor or how it's being used, come see me so we can walk it through together. **The issue in winter isn't knowledge - it's conditions.**

The anchors we use for tie-off might not change, but what's happening around them does.

Ice, snow, frost, wind, and access conditions can hide damage, change loading, and make it harder to properly inspect or connect. Those changes don't always stand out - and that's where the risk creeps in, especially for anyone using an SRL.

Why This Matters

In winter, anchor-related risks are easier to miss. Ice and snow can hide cracks, corrosion, loose fasteners, or damaged welds. Frost can affect how materials behave. Roof edges and access routes can become slippery or unsafe. Visibility is often worse, and gloves reduce dexterity when connecting.

- Most anchor happen because an anchor was trusted without being fully verified under winter conditions.
- If the anchor fails, the entire fall protection system fails with it.

What We're Doing Differently Today

Before anyone ties off today, we're doing a few things on purpose:

- We double check the manufacturers' instructions for safe use.
- We visually inspect each anchor point and anchorage before use - every time.
- We clear snow and ice where it can be done safely
- We confirm the anchor is secure, undamaged, and appropriate for the task
- We make sure access to the anchor is safe and controlled
- We verify the anchor is being used the way it was designed to be used
- We slow down connection and disconnection to avoid rushed mistakes, especially if you're wearing gloves.
- We will use these controls to reduce risk (*add site-specific controls – refer to Anchor Inspection Checklist*):
 - _____
 - _____
 - _____

What I Expect from You

- If you can't clearly see or verify an anchor, don't connect to it.
- If something looks different than it did last time - say something before tying off. That includes ice buildup, limited access, or uncertainty about how the anchor is installed.

Remember your duty to report hazards to me immediately - including anchor issues you notice someone else dealing with. Looking out for anchor conditions is part of looking out for each other. If the anchor can't be verified or accessed safely, work at height doesn't proceed until that's resolved.

Quick Crew Check-In (Optional)

- Which anchor points are we using today?
- Is there anything about access, visibility, or ice that could affect a safe connection?

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Attendance Sheet

Company/Site: _____

Date: _____ Supervisor Name: _____

Workers in Attendance:

1 _____

2 _____

3 _____

4 _____

5 _____

6 _____

7 _____

8 _____

9 _____

10 _____

11 _____

12 _____

13 _____

14 _____

15 _____

Winter Anchor Point - OHSA / O. Reg. 213/91 Aligned Control Checklist

Project / Location: _____ Date: _____

Supervisor: _____

ITEM	PASS	FAIL	CONTROLS / COMMENTS
ANCHOR TYPE & LOCATION (O. Reg. 213/91 – s. 26.7, s. 85; OHSA s. 25(2)(h))			
Anchor type identified (engineered, permanent, temporary)	<input type="checkbox"/>	<input type="checkbox"/>	
Anchor appropriate for task, load, and direction of force	<input type="checkbox"/>	<input type="checkbox"/>	
Anchor location provides safe clearance and access	<input type="checkbox"/>	<input type="checkbox"/>	
Anchor not exposed to sharp edges or abrasion hazards	<input type="checkbox"/>	<input type="checkbox"/>	
ANCHOR CONDITION & INTEGRITY (O. Reg. 213/91 – s. 93; CSA Z259)			
Anchor visually inspected before use	<input type="checkbox"/>	<input type="checkbox"/>	
Free from cracks, corrosion, deformation, or damage	<input type="checkbox"/>	<input type="checkbox"/>	
Fasteners, welds, or attachments intact and secure	<input type="checkbox"/>	<input type="checkbox"/>	
Ice, snow, or debris removed where safe to do so	<input type="checkbox"/>	<input type="checkbox"/>	
ACCESS & CONNECTION CONDITIONS (O. Reg. 213/91 – s. 79; OHSA s. 28)			
Safe access to anchor point confirmed	<input type="checkbox"/>	<input type="checkbox"/>	
Connection made without overreaching or loss of balance	<input type="checkbox"/>	<input type="checkbox"/>	
Connectors compatible and properly oriented	<input type="checkbox"/>	<input type="checkbox"/>	
Connection performed slowly and deliberately	<input type="checkbox"/>	<input type="checkbox"/>	
ENVIRONMENTAL & WEATHER CONDITIONS (OHSA s. 25(2)(h))			
Wind conditions assessed	<input type="checkbox"/>	<input type="checkbox"/>	
Visibility adequate to inspect and connect safely	<input type="checkbox"/>	<input type="checkbox"/>	
No freezing rain or rapidly deteriorating weather	<input type="checkbox"/>	<input type="checkbox"/>	
Anchor reassessed if conditions change	<input type="checkbox"/>	<input type="checkbox"/>	
ADMINISTRATIVE & SUPERVISORY CONTROLS (OHSA s. 25, s. 27)			
Workers briefed on winter anchor hazards	<input type="checkbox"/>	<input type="checkbox"/>	
Expectations set for verification before tying off	<input type="checkbox"/>	<input type="checkbox"/>	
Workers encouraged to stop work and report concerns	<input type="checkbox"/>	<input type="checkbox"/>	
Alternative anchor or work method considered if needed	<input type="checkbox"/>	<input type="checkbox"/>	

