



Spotlight on Safety



Did You Know . . .

Treadmills are second only to free weights in causing gym-equipment-related injuries.

GC Tip of the Quarter

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Three Simple Keys to Dramatically Improve Safety Performance

Three of the key leading indicators that impact safety performance are inspections, hazard severities, and task planning. Measuring these three critical aspects is one of the simplest ways to improve jobsite safety.

As the old saying goes, "What gets measured, gets done." Measuring leading indicators helps you set goals to improve your overall system. Subcontractors have experienced safety improvements when supervisors perform meaningful, routine inspections and communicate observed hazards to employees. When you couple meaningful inspections with severe hazard recognition, you build a strong base of operation.

The second key, hazard severity, provides important information on the level of risk present in your company. If your management can not only perform meaningful inspections but capture the severity of hazards, safety performance will improve. Severe hazards, like no other indicator, can engage management to make key changes in operations.

And lastly, measure performance of daily task plans by your crews. Along with inspections and severe hazard recognition, task planning will engage each employee and increase hazard awareness.

Lessons to be Learned



When setting up your work area, consider the different safety hazards that involve your employees and others. Make sure when providing protection you include the appropriate protection, warning signs and barriers. Just putting up caution tape and/or a sign does not always provide the appropriate protection. It's important a competent person determines the adequate protection.

SAFETY WITH THE NEW ADMINISTRATION

On November 4th, the nation made history when voting for Senator Barack Obama to become our 44th President. Obama throughout his campaign promised change, but what does this mean for workplace safety?

President-elect Obama was widely supported by labor unions and some safety organizations such as the American Society of Safety Engineers (ASSE). Many believe that with this, the White House would increase worker protection in health and safety.

Recently Edwin Foulke has resigned as the Occupational Safety and Health (OSHA) Administrator, replaced by Thomas Stoהלr, who was the Assistant Secretary for OSHA. It may take some time, some say until 2010, when OSHA could address some workplace issues such as silica, combustible dust and ergonomics.

On June 26th, the Senate Appropriations Committee approved a proposed fiscal 2009 budget for OSHA at \$506.6 million-about \$3 million more than the Bush Administration requested.

NEW MILLER FALL PROTECTION WEB SITE FEATURES ASK THE EXPERT FOR TIMELY FALL PROTECTION SOLUTIONS

The new Miller Fall Protection Website from Sperian Fall Protection, Inc. features a unique Ask the Expert E-mail response for timely fall protection solutions. The easy-to-navigate web site also provides the most innovative fall protection products, confined space systems, professional training and engineered solutions.

Download product literature in PDF format and learn how to inspect your safety equipment with a step-by-step guide or request an on-site safety equipment inspection; learn how to don a safety harness by watching the *How to Put on a Harness: Six Easy Steps that Could Save Your Life* video.

Test your fall protection knowledge by taking the *Fall Protection IQ Test* and access the latest OSHA, ANSI and CSA regulations and standards in fall protection. Register online for a variety of fall protection training courses offered through the Miller Open Enrollment Training Program. www.millerfallprotection.com

Safety - 24/7

Motor Vehicle Safety & Child Passengers

Motor vehicle injuries are the leading cause of death among children in the U.S. But many of these deaths can be prevented. Placing children in age- and size-appropriate car seats and booster seats reduces serious and fatal injuries by more than half.

Below is based off of a study conducted by the Center for Disease Control and Prevention on vehicular crashes in the United States and the results of children ranging in ages from 14 years and younger.

How BIG is the PROBLEM?

In their study; approximately 1,335 children ages 14 years and younger died as occupants in motor vehicle crashes, and approximately 184,000 were injured. This is an average of 4 deaths and 504 injuries each day.

For children under age 5, an estimated 425 lives were saved by car and booster seat use.

What are the RISK FACTORS?

One out of four occupant's deaths among children ages 0 to 14 years involve a drinking driver. More than two-thirds of these fatally injured children were riding with a drinking driver.

Restraint use among young children often depends upon the driver's seat belt use. Almost 40% of children riding with unbelted drivers were themselves unrestrained.

Child restraint systems are often used incorrectly. One study found that 72% of nearly 3,500 observed car and booster seats were misused in a way that could be expected to increase a child's risk of injury during a crash.

How can injuries to children in motor vehicles be PREVENTED?

Child safety seats reduce the risk of death in passenger cars by 71% for infants, and by 54% for toddler's ages 1 to 4 years.

There is strong evidence that child safety seat laws, safety seat distribution and education programs, community wide education and enforcement campaigns, and incentive plus education programs are effective in increasing child safety seat use.

The National Highway Traffic Safety Administration recommends booster seats for children until they are at least 8 years of age or 4'9" tall.

Motor Vehicle Safety

continued

According to researchers at the Children's Hospital of Philadelphia, for children 4 to 7 years, booster seats reduce injury risk by 59% compared to seat belts alone.

All children ages 1 years and younger should ride in the back seat. Adults should avoid placing children in front of airbags. Putting children in the back seat eliminates the injury risk of deployed front passenger side airbags and places children in the safest part of the vehicle in the event of crash.

Overall, children less than 16 years, riding in the back seat is associated with a 40% reduction in the risk of serious injury.

It's time to post your OSHA 300A Summary!

February marks the beginning of the three-month time period when your company must post a summary of recordable injuries from your previous year's OSHA 300 log.

Federal OSHA rules require employers to post the OSHA 300A summary form (of Calendar Year 2008 occupational injuries and illnesses) no later than February 1 and keep it posted through April 30.

Employers are only required to post the OSHA 300A summary form, not the entire OSHA 300 log. The OSHA 300 log contains confidential information which should not be posted. The summary is a one-page form with the title "OSHA Form 300A."

The OSHA 300A summary must be displayed in a common area wherever notices to employees are usually posted.

GOT QUESTIONS?

IF YOU WANT MORE INFORMATION ON ANY OF THE ARTICLES, CALL ONE OF THE TASK FORCE MEMBERS LISTED BELOW.

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Network with other
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at the next Safety Forum
3:00PM—March 26, 2009
Call the ASA Chicago office
for details
847.827.8336