hcca
We Dig Virginia!

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April to June 2008

SAFETY ENVIRONMENTAL ENGINEERING, INC.
SEE, INC.

SAFETY NEWS

THE SAFETY NEWSLETTER OF THE HEAVY CONSTRUCTION CONTRACTORS ASSOCIATION

Death Does Not Discriminate by Matt Murphy, SEE Inc.

I have noted recently the influx of news from both the internet and print media in regards to several construction-related fatalities. One report I read from the CNN website was about the owner of a roofing company, the 92nd richest man in America, who died as the result of fall while performing work on his roof. This gentleman went to inspect the condition of his own roof and accidentally fell to his death. How many roofs do you think he has walked on in his life? Probably on more roofs than Santa and nothing had happened until that day. Its interesting to think his own roof was the last place he walked.

There was an article recently in a West Virginia newspaper regarding a man who was caught in a trench collapse. An autopsy performed concluded blunt chest and abdomen trauma resulted in his death. He was working doing the same thing he had probably done for years without any thought to what might happen.

How many of you take "short cuts?" An example of "short cut" might be working on a roof without a fall arrest system to address the hazards inherent with roof work. Or perhaps performing trench work without adequate training, shoring or proper sloping in place.

From experience with fatality and accident investigations on job sites, never was the phrase uttered, "He was sure that would kill him." No one in their right mind would want to engage in an activity that could possibly result in their death and yet it does happen. In the examples given, short cuts were taken, the same short cuts they probably took 100 times before with no tragic results. Regrettably, their luck eventually ran out.

So, why is safety important? Well if that cannot be answered from the examples above I'm afraid I can't help you. It's vital to change our mindset from "got to get it done" to "got to get the job done and still be able to go home at the end of the day." In order to insure this we must work safely.

My email inbox is filled with stories of scaffold collapses, cranes falling and trench cave-ins, but I take time to read everyone of them. Your home-work assignment; find and read some of those horrific stories. Then, ask yourself two questions; have you found yourself in these types of situations? and what could you do to ensure your fatality story doesn't end up in my email inbox?

Clemens Quarterly: Cargo Tank Regulations

by Tim Clemens of Rappahannock

Are you one of the many companies that have fuel/ service trucks? Are you in compliance with State and Federal Motor Carrier Safety Regulations?

Do you know if your service truck has a specification cargo tank?

49CFR, Subpart E, explains the regulations. If your tank is NOT a specification cargo tank, the general rule of thumb is that you can not haul flammable materials (gasoline) unless you meet the other requirements. If it is a specification cargo tank, you can haul flammable materials (gasoline), but you must comply with all applicable regulations, including cargo tank inspections, manhole certifications, and certificates of compliance.

How do you know if your tank is a specification tank?

There should be a plate attached to the cargo tank itself. It may be on the tank or on the tank's frame rail. On this plate you will see numerous entries, including the date of manufacture. If the plate on your tank says "DOT Specification Number: 306, or a like number, you have a specification cargo tank and you must comply with the regulations found in 49CFR 180. If there is no plate or if the space after the statement "DOT Specification Number" is blank, it is NOT a specification tank.

Remember, you must carefully and completely check the tank for this plate. I have seen "spec plates" inside tool boxes, and numerous other locations around the tank.

Are the products properly labeled in compliance with DOT and OSHA regulations?

See 49CFR 172.400 for the DOT regulations and 1910.1200 for the OSHA regulations.

Are you registered as a Hazardous Materials Hauler with DOT?

See 49CFR, 107, Subpart G to register as a haz-mat hauler. You will need to complete and submit form DOT F 5800.2 to register. Registration periods are valid for 1-3 years.

Are you complying with shipping paper regulations?

Shipping papers are one of the most carefully scrutinized documents in the regulations, and must be exact. The format of the document must be followed exactly as the regulations require, or you face a possible ticket and fine. See 49CFR, 172, Subpart C.

Do you have a valid emergency contact number?

Your shipping paper must have a telephone number, which is monitored at all times. It must be answered by a person knowledgeable about the material being transported, or capable of providing detailed information about the material. See 49CFR, 172.604.

Do you have a security plan?

Following the attacks of 9/11/01, DOT enacted the enhanced security requirement for all transporters of hazardous materials. See 49CFR 172.800-172.802 for the requirements.

Are you complying with the Driver Training requirements for haz-mat drivers?

There are specific regulations establishing the training requirements for hazardous materials drivers. See 49CFR 172.704 and 177.816. As usual, documentation is key; if you can't prove it, it didn't happen.

Obviously, there a lot of complicated regulations covering the transportation of hazardous materials and there is no way a newsletter can cover them all. As with all regulations, if you look at the whole picture you'll probably be overwhelmed. My way is to pick

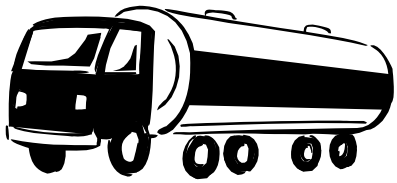
Clemens Quarterly: Cargo Tank Regulations (continued…)

by Tim Clemens of Rappahannock

the regulation that I can comply with the quickest, do so, and move on to the next.

Information can be found at www.dot.gov. For the hazardous materials regulations, go to this web site, open "DOT Agencies", and open "Pipeline and Hazardous Materials Safety Administration (PHMSA)". Under "Promoting Safety & Security," open "Regulations."

Your local state police division headquarters also house the Motor Carrier Safety Unit, which is there to assist you in complying with the regulations. Do not hesitate at all to call them with a question.



Equipment and Site Security

by Chris Butler of S.W. Rodgers

After our company was victim to the theft of two fuel trucks in February, I felt it important to share a few tips with other members. In the current economy, any commodity of value, such as fuel, gas, copper, or brass, is a target for thieves. Police have deployed special units to investigate thefts of construction materials of value, but jobsite security is something that gets overlooked. Here are a few tips that we have learned from experience:

- Lock all storage trailers and fuel tanks
- Park equipment near the front of the jobsite, in a line and near a light source, if possible.
- Yards should be fenced and well lit.
- Remove keys from all equipment and vehicles. If your employees have take home vehicles, make sure fuel tanks and tool boxes are locked overnight.
- Call your local police, and request that they patrol your office/yard and jobsite areas at night.
- Photograph all equipment and autos. Being able to give police a good, clear photo of our stolen trucks was helpful in getting information to the media. Both trucks were spotted by citizens after seeing the images on the news. Make sure your photo includes assigned equipment numbers. Have quick access to license plate and VIN numbers to give authorities.
- If you have security cameras, make sure they are working properly, and are covering areas not visible from the street. We have had a camera system in place for a few years now; they are not that expensive. A system that records and stores video for at least a month is very helpful to police in the event your have a theft.
- If possible, fill fuel trucks in the morning, not the night before. While fuel truck drivers are on their route, instruct them never to leave the truck unattended. I see a lot of trucks parked, running in convenience store and fast food parking lots. Federal DOT requires that companies know the location of trucks hauling hazardous materials at all times. Have those drivers call into your dispatch at each stop and when they leave for the next stop. We created a log, and write down each start/stop. You should do this with trucks hauling explosives, as well.
- Educate employees on the importance of security. Employees should be constantly reminded that key control and locks are very important. A lock will not stop a thief, but it can at least discourage or slow one down.

Safety + Health: Industry Beat: Construction:

[Articles from Safety + Health Magazine. Pg. 20. Itasca, IL. January 2008.]

NIOSH releases ergo guidelines for construction workers.

Washington—NIOSH released a new guide for the construction industry on how to prevent musculoskeletal injuries.

"Simple Solutions: Ergonomics for Construction Workers," available at *www.cdc.gov/niosh/docs/2007-122*, Details various interventions to prevent common injuries stemming from handling heavy or awkward loads, or repetitive motions.

In 2005, construction employers reported 35, 900 cases of work-related musculoskeletal disorders among employees that resulted in one or more days away from work, NIOSH said.

The ergonomic interventions include those for ground-level, overhead and hand-intensive work; and lifting, holding and handling material solutions.

FACT CHECK:

The Back is the body part **most frequently affected** in injuries involving days away from work. It accounted for **22 percent** of the total injuries in private industry in 2005.

Source: National Safety Council, "Injury Facts," 2008

OSHA issues proposed rule on confined spaces in construction.

Washington—OSHA Nov. 28 proposed a new rule it says will protect workers from the hazards of exposure to confined spaces in the construction industry.

Under the proposed rule, employers would need to determine whether a jobsite has a confined space, and if so, determine if the space has existing or potential hazards. The rule classifies four potential physical and atmospheric hazards: isolated-hazard confined space, controlled atmosphere confined space, permit-required confined space, and continuous system-permit-required confined space.

The agency said a standard was necessary because of the construction industry's "unique characteristics," including higher employee turnover rates, the number of employees performing short-term tasks at multiple worksites and the continually evolving nature of construction worksites. OSHA is accepting comment on the rule until Jan. 28, 2008.

OSHA Trade News Release

April 23, 2008 (article info from www.osha.gov)

OSHA announces informal public hearing on proposed rule on Confined Spaces in Construction

WASHINGTON -- The U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) announced in the April 21 Federal Register that it will hold an informal public hearing to receive testimony and documentary evidence on the proposed rule for Confined Spaces in Construction. The hearing is scheduled for **10 a.m. on July 22, 2008**, at the Department of Labor's Frances Perkins Building in Washington, D.C. If a second or third day is necessary, the hearing will begin at 9 a.m. on those days.

"The proposed rule is intended to address construction-specific issues as they relate to confined spaces and establish comprehensive procedures to protect employees," said Assistant Secretary of Labor for OSHA Edwin G. Foulke, Jr. "This hearing will allow interested parties the opportunity to provide input on the proposed rule."

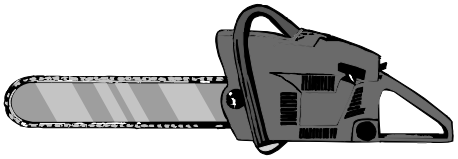
OSHA published the proposed Confined Spaces in Construction Standard on November 28, 2007 (72 FR 67351) and the public was given until February 28, 2008, to submit comments. Those who intend to present testimony at the hearing must notify OSHA in writing of their intention to do so no later than May 21, 2008. Parties who request more than 10 minutes for their presentations at the hearing and those who will present documentary evidence must provide the agency with copies of their full testimony and all documentary evidence no later than June 20, 2008.

Under the Occupational Safety and Health Act of 1970, employers are responsible for providing a safe and healthy workplace for their employees. OSHA's role is to promote the safety and health of America's working men and women by setting and enforcing standards; providing training, outreach, and education; establishing partnerships; and encouraging continual process improvement in workplace safety and health. For more information, visit www.osha.gov.

Health + Safety: Safety Tips

[From Safety + Health Magazine. Pg 56. Itasca, IL. January 2008]

Chain Saw Safety



Operating a chain saw poses a number of very serious risks. OSHA recommends the following protective measures be taken when operating a chain saw:

Before starting:

- Check the chain tension and all controls, bolts, and handles to ensure they are adjusted according to the manufacturer's instructions.
- Make sure the chain is sharp and the lubrication reservoir is full.
- Never "drop start" (holding the saw down with one hand while pulling up the starter cord with the other) the saw. Start it on the ground or another firm surface.
- Start the saw at least 10 feet from the fueling area, with the chain's brake engaged.

Fueling:

- Always transport fuel in approved containers.
- Dispense fuel at least 10 feet from sources of ignition.
- Never smoke while fueling.
- Pour fuel into the saw using a funnel or flexible hose.
- Never attempt to fuel a saw while it is hot or running.

Safe operations:

- Clear dirt, debris and rocks from the chain saw's path. Before sawing, examine wood for hidden nails, spikes, or other metals.
- When carrying the saw on rough or uneven terrain, be sure either the brake is engaged or the saw is fully off.
- Keep both hands on the saw's handle and maintain sure footing during operation.
- Wear PPE to protect your hands, feet, head, face, and hearing.
- Do not operate the saw in loose-fitting clothing.
- Be careful of branches under tension, which may spring out after being cut.
- Do no saw with the tip. If the saw is equipped with one, keep the tip guard in place.
- Ensure all gasoline-powered saws are equipped with a protective device to minimize kickback.

Health + Safety: Safety Tips

[From Safety + Health Magazine. Pg 56. Itasca, IL. Jan. 2008]

Face Value

NIOSH's Fatality Assessment and Control Evaluation Report

#06MI209
Date of incident: Dec. 4, 2006

OPERATOR PINNED BETWEEN BOOM AND CAB OF EXCAVATOR

A heavy equipment operator was working as a subcontractor for a demolition company hired to demolish a building and clear the site. The victim jumped onto the excavator tracks under the raised boom and leaned in through a broken cab window. He came into contact with a control lever , which lowered the boom, pinning him against the cab of the excavator. The victim was transported to a local hospital, where he was pronounced dead.

TO PREVENT FUTURE OCCURRENCES:

- Ensure that excavator operators are well trained on how to properly use equipment, including lowering the boom to a safe position on the ground before allowing anyone to approach the machine on foot.
- Other workers on-site should be instructed not to approach an excavator on foot until they signal to the operator to lower the boom and turn the machine off.

RESPIRATORY PROTECTION

From Prince William Co. Hospital

The fourth leading cause of OSHA violations in Construction concerns The OSHA Respiratory Protection Standard (29CFR1910.134). Respiratory protection can be as simple as a dust mask or as complex as a supplies-air hood. Whenever respirators are required, the employer must have a written respiratory protection plan and enforce it.

Respirators protect the employee from inhaling dangerous substances or when working in areas with low levels of oxygen. The employer must evaluate the work site to decide if a respirator is needed and, if so, which type of respirator. After the evaluation is complete, and the employer has determined which respirator will meet the employee's needs, the employee must be medically cleared, fitted if necessary and properly trained.

Before an employee may wear any type of respiratory protection, the employee must be medically cleared to do so. All types of respirators increase the work of breathing and there are individuals who could not tolerate the extra strain. OSHA has published a medical questionnaire that covers the basic medical questions. The questionnaire consists of two parts; persons who will wear full face or SCBA respirators must answer both parts. A licensed healthcare professional will review the questionnaire and determine what type of physical evaluation is needed. The employer must pay all costs associated with the medical exam, including travel time.

The physician (or other health care professional) must be given certain information before the exam takes place, such as the type of respirator to be worn, the frequency of use, physical activity of the job description, and the

RESPIRATORY PROTECTION

(continued…)

work environment. When the exam is completed, the healthcare professional will determine if the employee is medically able to wear the respirator, any limitations to the use and the frequency (if any) of follow up exams. While maintaining confidentiality, the healthcare provider will provide written recommendations to both the employee and the employer. The employer will not receive a copy of the medical exam.

Repeat medical exams are needed if the employee complains of difficulty wearing the respirator, if the employer determines a medical exam is necessary due to inability (or difficulty) to wear the respirator or if workplace conditions change significantly. An employee who must wear a respirator to perform his/her job, but cannot be cleared medically, may not be used in that position.

After an employee is medically cleared, if he/she needs to wear a tight-fitting piece mask (such as an N-95), the employee must be fit tested. By testing, it can be determined if there is a leak around the mask or if a seal is present to protect the employee from the unsafe substance.

There are two types of fit-testing: qualitative (QLFT) and quantitative (QNFT). QLFT involves the spraying of a substance and the employee stating if he/she smells the substance inside the mask, which indicates a leak. QLFT is not exact and is dependent on the employee's sense of smell. The QNFT test involves a more sophisticated test that actually measures ambient particles in the air and inside the mask. A QNFT can give you an exact measurement of the quality of the seal while QLFT is only a pass/fail. Certain types of respirators require annual fit testing while others need only annual training.

If you would like additional information on developing a Respiratory Protection Plan, or Respirator fit testing for your employees, please contact Kathy Moss at Occupational Health at Prince William Hospital (703-369-8406).

A respiratory protection plan needs a written program that is specific to your work site and includes:

- A process for selecting respirators for the type of job you are performing
- An evaluation of respiratory hazards
- Medical evaluation to determine employee's ability to wear a respirator
- Qualitative or quantitative fit testing
- Employee training

GOTCPR, LLC

by Jenn Balarezo

Hyperthermia

Exposure to high or humid temperatures while working outside for an extended period of time can bring on a condition called *hyperthermia*. Our bodies are an amazing piece of machinery however like all machinery it can "break down" sometimes. The human body regulates its own temperature several ways and one mechanism is by sweating. However, when exposed to extreme heat for a period of time, our regulatory mechanism may not function optimally. If we are exposed to more heat than our bodies can take, this puts us at a dangerous risk. Listed below are three potential problems you may be exposed to in your line of work. Your company and GOTCPR, LLC would like to make you aware of the signs and how to help in these situations.

Heatstroke – a life threatening condition that occurs when our body becomes overheated. It can quickly come on or take days to develop.

Signs of heatstroke:

- confusion
- dry skin (that may have been wet before due to sweating)
- very hot skin
- unresponsiveness
- seizures

*Keep in mind that someone with heatstroke can still sweat

What to do:

1. Move the person to a shaded, cool place.
2. Call 911.
3. If unresponsive, open the person's airway, check for breathing and provide appropriate care.
4. Remove any tight or excess clothing especially from the head and neck area.
5. Apply cold packs to the neck, groin and armpit areas.
6. Spray with water and fan the person.

Heat cramps – painful muscle spasms that come on quickly and affect mainly your calf, hamstring and possibly your abdominal muscles too. The cause of heat cramps is not fully understood however vigorous work or exercise indoors or outdoors may bring it on.

Signs of heat cramps:

painful muscles spasm of the legs (usually lower leg) or abdominal cavity

What to do:

1. Have the person stop what they are doing.
2. Move the person to a cool area.
3. Loosen any tight or excess clothing.
4. Have the person sit or lie down to rest the affected muscle.
5. If alert and not nauseated, give them water or a sports drink (make it partially diluted by mixing half with a sports drink and half with water).

GOTCPR — Hyperthermia

(continued…)

Heat exhaustion – our bodies naturally sweat and by doing this we lose water and salt. People who do not drink water regularly throughout their work day are at a higher risk especially when they are exposed to high temperatures. Drinking fluids like water or a sports drink (dilute it with 50% water and 50% sports drink) throughout the day helps tremendously to replace the water and salt lost by sweating. Drinks high in sugar are not recommended because they will not be effective in replacing what you have lost due to hot temperatures.

Signs of heat exhaustion:

- heavy sweating
- nausea and vomiting
- Weakness
- headache
- dizziness
- dry tongue and thirst

What to do:

1. Move the person to a shaded, cool area.
2. Remove excess clothing around the head and neck.
3. If alert, encourage the person to drink water or a sports drink while sitting. Do not give fluids to someone who is not alert, laying down or nauseated.
4. Have the person lie down and raise their legs about 12 inches from the ground.
5. Place a cool pack or wet cloth around their head and neck.
6. ***If they do not feel better in 30 minutes, call for help.***

If you have any questions, please contact Jenn Balarezo at 571-218-0871 or email at GOTCPR@gmail.com.

What to Look For In Workplace Health Clinics

by Kathy Moss, of Prince William Hospital

Companies work most efficiently when their employees are physically able to perform their jobs and obtain effective treatment for workplace injuries. There are many options for workplace medical services, and with so much riding on the provider you choose, it is smart to investigate all of the options and choose wisely.

For optimal efficiency, you would not want to pick a clinic in an out-lying area or one in heavy traffic areas. The operational hours of the clinic need to be compatible with your employees work hours or the clinic needs to have a planned back up for after-hours care and testing. It is preferable to find a facility that can handle both routine exams and work-related illnesses and injuries.

Routine exams include both pre-employment and periodic evaluations. The provider should have knowledge of the criteria needed for your specific industry, especially DOT and OSHA requirements. Immunizations should also be available in the setting for best use of time and ease of recordkeeping.

Injury treatment should combine immediate and competent care with an eye to reducing down-time. Expertise in modified duty placement is desirable in a clinic. Employees who don't respond to conventional care may need timely referrals, which should be handled by the clinic.

Proper evaluation and treatment of blood borne pathogen exposures is often challenging and it is imperative that the OSHA standard is followed. Experienced clinics can also guide you in writing an exposure control plan.

Drugs and alcohol do not mix in the work place. DOT substance abuse testing has guidelines that are very explicit. An Occupational Health Clinic

WHAT TO LOOK FOR IN WORK PLACE HEALTH CLINICS
(continued…)

that follows these directives to the letter may save you a lot of time and trouble later.

Many clinics offer extras, such as wellness promotion, safety training, and vaccination clinics. Whatever the needs of your workers, it is best to investigate what is available in your area and choose the facility that meets your needs.

The Occupational Health Clinic at Prince William Hospital is open Monday through Friday, 8AM to 4:30 PM. Their goal is to reduce work-related expenses by providing a full range of prevention and treatment services for workplace injuries and illnesses. For more information, contact Kathy Moss at 703-369-8406 or John Hayford at 703-369-8577.

Did you know:

Falls from elevation account for one third of all deaths in construction.

The fatality rate for exaction work is 112% higher than the rate for general construction.

Facts taken from the OSHA web site.

Vehicle Inspections

[Information from Virginia State Trooper Eric Berge's Presentation at the Association's April Dinner Meeting]

Most problems we find can be corrected by proper communication between driver and mechanic or driver and owner. The best way to facilitate open communication is through the use of the Driver Vehicle Inspection Report (copy of which is found on the following page). The DVIR covers everything that a motor carrier driver is required to inspect and report on at the end of each day's work.

The driver, at the end of each day, must inspect the vehicle to make sure it is defect free. Whether or not defects are found, the driver is to fill out the DVIR and make note of all defects, or mark down that the vehicle is defect free, and then sign the report.

The required items the DVIR covers are: service brakes, including trailer brake connections; parking brake; steering mechanism; lighting and reflectors; tires; horn' windshield wipers; rear vision mirrors; coupling devices; wheels and rims; and emergency equipment.

If defects are found on the vehicle, and if those defects would likely affect safe vehicle operation, the motor carrier shall repair those defects before the vehicle is used again. Once the vehicle is repaired, the mechanic who completed those repairs will sign the DVIR and leave it on the driver's seat.

Driver's Vehicle Inspection Report

Check Any Defective Item and Give Details Under “Remarks”

Date: ___/___/_____
Truck/Tractor No. _____

- ☐ Air Compressor
- ☐ Air Lines
- ☐ Battery
- ☐ Brake Accessories
- ☐ Brakes
- ☐ Carburetor
- ☐ Clutch
- ☐ Defroster
- ☐ Drive Line
- ☐ Engine
- ☐ Fifth Wheel
- ☐ Fuel Tanks
- ☐ Heater
- ☐ Horn
- ☐ Lights
  - Head – Stop
  - Tail – Dash
  - Turn Indicators
- ☐ Mirrors
- ☐ Muffler
- ☐ Oil Pressure
- ☐ On-Board Recorder
- ☐ Radiator
- ☐ Rear End
- ☐ Reflectors
- ☐ Safety Equipment
  - Fire Extinguisher
  - Flags-Flares-Fuses
  - Spare Bulbs & Fuses
  - Spare Seal Beam
- ☐ Springs
- ☐ Starter
- ☐ Steering
- ☐ Tachograph
- ☐ Tires
- ☐ Transmission
- ☐ Wheels
- ☐ Windows
- ☐ Windshield Wipers
- ☐ Other

TRAILER(S) NO. (S) _____

- ☐ Brake Connections
- ☐ Brakes
- ☐ Coupling Chains
- ☐ Coupling (King) Pin
- ☐ Doors
- ☐ Hitch
- ☐ Landing Gear
- ☐ Lights – All
- ☐ Roof
- ☐ Springs
- ☐ Tarpaulin
- ☐ Tires
- ☐ Wheels
- ☐ Other

Remarks: _____

_____

_____

_____

_____

_____

_____

_____

☐ Condition of the Above Vehicle is Satisfactory

Driver’s Signature _____

☐ Above Defects Corrected

☐ Above defects need not be corrected for safe operation of vehicle

Mechanic’s Signature _____ Date _____

Driver’s Signature _____ Date _____

MAY

9th **Ditch Digger's Open**
Shenandoah Valley Golf
Front Royal, VA

14th **Safety Committee Meeting**
11:30 Lunch
Noon Meeting
The Anderson Company
Manassas, VA
Presentation by
Columbia Gas

20th **HCCA Dinner Meeting**
Evergreen Country Club
Haymarket, VA

JUNE

9th **Contractor's Cup**
Canyon Ridge in Stafford

The Heavy Construction Contractors Association
of Northern Virginia
10756-B Ambassador Drive, Suite 201
Manassas, Virginia 20109

SEE Inc.
PO Box 276
Keedysville, MD 21756
301-432-3949

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