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SAFETY NEWS

THE SAFETY NEWSLETTER OF THE
HEAVY CONSTRUCTION CONTRACTORS ASSOCIATION

What is happening in Safety at the HCCA and Stupid Forklift Stunts

By Janice McIlvoy

March is **Safety Month** at the HCCA. We received a number of applications for the annual Safety Awards and the Safe Employee Applications.

The March 24th dinner meeting will focus on recognizing the safety efforts of our member firms and the outstanding example of their employees in leading the way towards a safe environment at our member firms.

The Association has conducted a number of Work Zone Training classes in January and February. We are also holding OSHA 10/OSHA 30, and First Aid/CPR classes. There are more of these classes scheduled in the coming months. If you need training in these areas, please give us a call to register your employees.

Interestingly, there have been a number of non-member firms enrolling students in the various safety classes. So, please help us spread the word about the classes to others as the classes can also be a tool to encourage membership in the Association as the cost is less if you are a member.

All class information and registration forms can be found on the HCCA Web site, www.hcca.net

I found this following article on the SafetyNewsAlert website and thought I would share this with you especially since those of you who have attended recent dinner meetings have enjoyed some of the YouTube videos that

have been shown.

Stupid: Performing stunts on a forklift.

Really Stupid: Recording the stunts and posting them on the web.

That is exactly what an Australian forklift driver did. He set up a video camera at work to records his exploits, which included some wheelies, burn-outs and crashing into a stack of concrete pipes. He must have been proud of his maneuvers because he posted them on YouTube.

Word spread, and his employer, a Melbourne area company that makes pipes, fired him and turned him over to the police. A court has fined him the equivalent of about \$800US. He also lost his license to drive forklifts. He plead guilty to a single count of failing to take care of his own health and safety. He also had to take a week long occupational safety course and perform 50 hours of community service.

If this happened in the USA, an employer could go after him for damage to the pipes, but he couldn't be fined or sent to safety classes.

Motor Carrier Road Side Reports

By Tim Clemons, Safety Director, Rappahannock Construction Co., Inc.

In a training session presented by the HCCA a while back, Trooper Don Johnson of the Virginia State Police and I spoke on some of the “hidden” regulations concerning Commercial Motor Vehicles (CMV’s) and the associated documentation. By this I mean things that you will not find in the regulations but are needed to prove that you are in compliance with the regulations.

One of these hidden regulations concerns the reports issued during a Motor Carrier road side inspection.

The State Police as well as local law enforcement agencies are conducting more and more road side inspections and the purpose of these inspections is to help insure that not only is the public safer but also our drivers. Most of us that operate commercial motor vehicles have had our vehicles inspected, if you haven’t, it’s just a matter of time before you get caught.

What do you have to do once one of your drivers/vehicles has been inspected? There are things you need to know that aren’t in the regulations.

First, be sure all drivers know that they must turn the inspection report in **immediately**.

Second, if the driver receive a traffic citation you must determine who is going to pay the fine. The inspection report has a column headed “Citation #”. If the driver received a ticket, the report will be marked under this column. These tickets are not like overweight tickets, they are issued to the driver just as a speeding ticket would be. In some instances, the company will pay the fine; in other instances the policy is that it is the driver’s responsibility. For example, a ticket for an expired in-

spection sticker is the driver’s responsibility because he should have caught that long before the sticker expired when conducting his pre-trip inspection.

Third, were there any equipment/driver violations? If so, did they meet the “Out Of Service (OSS) criteria? The vehicle AND the driver are both subject to being placed out of service. This is on the inspection report in a column headed “OOS”

All deficiencies must be corrected; an OSS violation must be corrected before the driver and/or vehicle may be moved unless it’s the vehicle that was placed out of service and you have it towed to a repair facility. An out of service driver driving a CMV or driving a CMV that’s been placed out of service before the repairs are

completed is a critical violation of the regulations.

If the violation(s) place the vehicle or driver out of service you must correct the problem, complete the “Carrier

Certification” section on the

Inspection Report and mail the inspection report to the listed address within 15 days. If the violation(s) didn’t place the vehicle or driver out of service, you must correct the problem and file the inspection report.

The “hidden” part of this regulation is that if you are subject to a compliance review, one of the first things considered is road side inspection reports and the corrective measures taken. How do you prove that the deficiencies were corrected? As in everything else we do, document, document, document.

If a violation is against the driver, complete your version of a disciplinary action report and attach it to the inspection report. If the violation is against the vehicle, attach documentation to support the fact



Motor Road Side Reports Continued

that the deficiencies were corrected. This could be in the form of internal work orders, parts invoices, and repair orders from an outside shop.

Even if there were no deficiencies noted, you have to keep a copy of all reports. Where you file them is up to you but if you are subject to a compliance review these reports are one of the items that will be covered. I personally prefer to keep a separate file for these reports although you can file them by truck, by driver or both. A separate file allows me to make one copy of everything instead of 2 or 3.

Remember, the results of inspections are entered into a computer program specific to your company and the information is open to public inspection. The number of inspections with violations is also used in determining if your company should be subjected to an on site compliance review. The ratio of inspections to OSS orders also affects your Safer System points.

Remember, that the enforcement personnel that conduct these inspections are human and subject to making mistakes. It is important that you review the report and question the agency on matters you feel may be in error. I have caught mistakes on these reports and I always call and have them removed from our record. This is most easily accomplished when the violation is current; don't wait a month before making the call.

I have never had a situation where the enforcement agency wasn't willing to discuss the report and remove the violation from the record when shown the error.

In short, road side inspections are of great benefit to the public AND your company. Proper vehicle maintenance and a strong program for driver compliance with the regulations will help you guard against accidents and law suits. Use them to your advantage.

Danger: Loose Clothing

Provided by Don Gibson, Alliant Insurance

This article was taken from SafetyNewsAlert.com

Next time you want to give employees a reminder about the hazards of loose clothing around machinery, you might want to use this story.

A car wash employee in Easthampton, MA, was nearly strangled when her scarf got caught in a rotating scrubber brush. The employee was walking through the car wash tunnel on her way to the office to get change when the incident occurred.

She was rescued from the scrubber by a car wash customer who jumped out of his car as it was going through the car wash, cut her free using a pocket knife and performed mouth-to-mouth to restore her breathing.

While an incident involving a scarf is certainly rare and might not apply exactly to the work conditions at your location, loose-fitting shirt sleeves, pant legs or dangling jewelry are likely to cause problems that could lead to serious injury or even death.

While OSHA's machine guarding regulations don't address loose clothing or jewelry, if a company doesn't address such hazards in its safety plan, it could be cited under the General Duty Clause.

LOSS PREVENTION AND SECURITY TECHNIQUES: A PRIMER

By Jim Cadigan and taken from SEE, Inc. Winter 2009 Newsletter

It was dark at the construction site. It was late and no one was around to notice the dark pick up truck with tinted windows drive slowly by the site, stop briefly and then slowly continue on. There was no one to notice the dark pick up truck turn around and drive back to the construction site, stop and disgorge two men, who walked over to a small skid steer loader Bobcat and start it up. No one noticed the two men start the Bobcat, drive it up a ramp onto the back of the pick up and then drive back into the night with the \$30,000 piece of now stolen equipment.

That is the way Hollywood would script a Heavy Equipment (HE) theft, complete with sinister music. Unfortunately, much HE and materials theft takes place in broad daylight. A survey by the National Insurance Crime Bureau (NICB) a not-for-profit organization funded by the major insurance companies, to combat HE theft and assist Law Enforcement in identifying and recovering stolen HE, shows that most theft of HE takes place between 5 PM Friday evening and 6 AM Monday morning. Exactly when no one is on-site to prevent it.

It has been difficult to gauge the size of the HE problem in the US, but in its last survey, the Associated General Contractors of America (AGC) advised that its members suffered \$750 million dollars in theft and vandalism. The bad news is that this survey was taken in the year 2000. Estimates for HE theft at the present time put the dollar amount at well over 1.5 billion.

So it is no surprise that in today's difficult economy, as a sure way of cutting costs, any good business plan should definitely include measures to protect the company's assets and equipment from theft. Like safety, risk management is sometimes considered to be an extra cost that, if avoided, will increase profitability. Not investing time or money in risk management or some simple common sense ideas may save a few dollars in the short term but in doing so you increase the risk of major financial loss and/or increased insurance costs in the long run.

GENERAL CONSIDERATIONS:

Some ideas are very low cost, but can result in dramatic effects:

- ✦ Consider joining your local contractor's theft prevention organization in order to exchange ideas and information about theft prevention and the pooling of resources. If there is no such association, suggest the formation of one to your local construction association.
- ✦ Conduct unannounced and random worksite visits to ensure nothing unusual is occurring while work is not in progress.
- ✦ Invite and be open to suggestions from field employees about security and theft issues, they are on the site and know what potential problems exist.
- ✦ Consider writing a "Security Plan" outlining the procedures that your company will follow. Create a check list for your initial security audit.
- ✦ Consider what precautions you will take to protect your two biggest risks: your actual construction site and your equipment.



SITE SECURITY

Site security is vital for protecting not only equipment, but other valuable assets. Some site security measures are difficult to implement on mobile worksites, such as road construction, but the below measures are offered as realistic prevention measures.

- ✦ Post "Warning, No Trespassing" signs around the perimeter of the work site.
- ✦ Fencing is your first, and in many ways best, line of protection. Its effectiveness depends on the design and quality of the installation. For example, use see-through materials such as chain link fence, this allows thieves to be visible from the outside in the event that they get past the fence. Don't let debris or materials obstruct the view through the fence to help patrolling officers see inside the site.

LOSS PREVENTION

Continued

- ✦ Barriers should be used when fences are not feasible, but should be no higher than three feet high as that is the maximum height a police officer can see over when seated in a patrol car.
- ✦ Lighting is one of the most valuable deterrents as most theft occurs at night. The lights should be placed near the perimeter of the property and directed toward the worksite.

EQUIPMENT SECURITY

- ✦ Mark your equipment with a company logo or decals with contact information on them.
- ✦ Keep a current inventory of all equipment to include Product Identification Numbers (PIN), the serial numbers of your equipment, including generators and compressors. The inventory should include serial numbers of the engines of equipment also. This will help you to accurately report any loss to the police and make it easier to identify and recover your equipment if it is located by authorities.
- ✦ Large equipment can be immobilized by use of a “kill” switch, removal of a battery or lowering all blades or buckets.
- ✦ Consider blocking smaller equipment by placing the immobilized large equipment all around the smaller equipment.
- ✦ Consider registering your equipment with a national database, such as the National Equipment Register (NER). Many insurance companies offer a waiver of your deductible, if your equipment is registered with NER.
- ✦ Introduce yourself to local patrol officers, giving them your contact information so that they can call you if they notice something suspicious at your site and want to check with you.

In summary, protecting your site and your equipment makes perfect sense in these hard economic times. Common sense and a few well spent dollars can dramatically improve the bottom line of your company and save you from the inconvenience and cost of having to replace equipment .

SWING STAGE SCAFFOLDING CHECKLIST PROVIDED BY SEE, INC. FROM CULBERTSON CO.

1. Length of outboard on needles does not exceed that specified in engineer's drawings?
2. Length of inboard on needles is the same as that specified in engineer's drawings?
3. All other dimensions are the same as that shown on engineer's drawings?
4. All connections are the same as those shown on engineer's drawing?
5. Components are undamaged—no bends, dents, rust (other than minor surface rust)?
6. Engineer's certification letter to verify supporting structure, is adequate, has been sited and applies to location of unit?
7. Welds are undamaged - no cracks?
8. No mixing and matching of scaffold components (i.e. are all scaffolding components from the same manufacturer)?
9. Suspensions rig and needles are made from the same materials unless specifically approved by engineer (i.e. steel or aluminum no both)?
10. Number and position of counterweights is the same as shown on the engineer's drawing?
11. Counter weights are secured by positive restraint system (i.e. do not rely on friction devices such as couplers)?
12. All suspension steel wire ropes are in good condition (check strands, wires, kinks, etc)?



TRUCKING AND GOOD PUBLIC RELATIONS

By Bryan Moody, General Manger, Duffield Hauling, Inc.

Maintaining good relations with the general public (with whom we share the road) is an essential to the future of the trucking business. Laws and regulations which we face are often the result of public pressure caused by dissatisfaction with how some drivers perform, or the occurrence of even a single, avoidable accident. Clearly the trucking industry cannot be insensitive to the impacts of operations on the public if they hope to continue to prosper. So, in the same manner each member of the trucking industry must come to grips with the fact that their employees must understand the risks to the industry that their performance may cause and accept that they have the basic responsibility for the safety of themselves, other drivers and the public at large.

Truck drivers themselves are the fundamental element in this process. Their interaction with the public is a strategic relationship carried out on the streets and highways of the cities, towns and rural landscapes of America. One seldom knows exactly which members of the public they may interact with on any given day; it could include your customers and legislators. Simply put, few people like to see trucks on the roadways (which includes us) – and this despite the fact that they want the goods and services that those trucks represent. This general dislike is the most common foundation for the laws and regulations that place controls over the operations of America's trucking fleets.

It is unlikely that anything we can do will eliminate people's basic dislike of having to interact with trucks along our roadways. But that doesn't mean that we are not in a position to ease that displeasure to a significant degree through safe and considerate operation of our trucks. In this battle it is the driver who

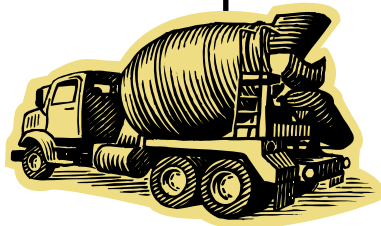
is the key! No amount of management's efforts to improve the relationship between trucking companies and the general public can take the place of the actions in the field of the actual drivers. They are the first line of defense for our industry. The well trained truck driver should reflect the most competent and courteous driver on the highways.

The inverse is also true – despite extensive training some drivers lack competence and are anything but courteous. These are the kinds of drivers that represent a serious risk for us all – both as sharers or the road and as protectors of the image of our companies.

You can't hide your conduct behind the wheel! By performing your job in a manner that respects the rights of others on the road you will go a long

way toward easing that general displeasure with sharing the road with trucks. Public opinion counts a great deal in our business. You should never overlook how quickly those opinions can be formed or reformed by first-hand observation of truckers' performance. Quite literally, our drivers are the ones that are strictly responsible for these opinions, even though they may have never stopped to consider things in that light.

As managers and safety specialists, it is our responsibility to ensure that we do everything in our power to reinforce with our drivers that there is absolutely no substitute for competence and courtesy on the roads. The lives of the general public and our employees, and indeed the very livelihood of our companies depends upon it.



SAFER UTILITY LOCATING AND EXCAVATION
By Tim Klabunde, Director of Marketing
Mid-Atlantic Utility Locating

Of all of the way available to us for locating and exposing underground utilities, the safest is the use of high-pressure air for penetrating and loosening and air vacuum for removal of the spoil. With no metal exploratory implements involved as with conventional locating, or the muddy mess associated with hydro excavation, the high-pressure air approach does the job quickly and easily, and presents a much lower risk to the locator themselves (remember, even water is a conductor of electricity).

The list of benefits for air-excavation is considerable, and includes reduced costs, increased production, no risk of damaging utility lines, increased safety for the locator, ease of use in high-traffic and high-liability areas, not subject to weather conditions, and the ability to perform excavations under existing infrastructure without fear of undermining the base.

The list of applications for vacuum excavations is growing as engineers and contractors come to appreciate the benefits and the obvious implications of safer operations. Some of the applications are utility locating, potholing of utilities, valve box clean out, storm box clean out, tree root excavation, manhole and handhole clean out, digging under existing structures, and digging in frozen ground.

It is sometimes hard to get your mind around using vacuum excavating. The sheer power of the equipment available today makes it a viable tool for virtually any kind of digging in virtually any kind of soil. When combined with other advanced forms of digging, the vacuum systems are vastly superior to older, more labor intensive and less safe approaches.

Do Workers Worry About Safety or That They'll Get Caught Breaking Rules?
 Provided by Don Gibson, Alliant Insurance

This article was taken from SafetyNewsAlert.com

Just how cynical are some employees about workplace safety? A recent Purdue University study may provide some clues.

When it comes to speeding, many people don't worry about safety. They just worry about getting caught. That's one of the messages researchers took away from surveying almost 1,000 people.

They also found this correlation: The faster people think they can go before getting a ticket, the more likely they are to think safety's not compromised at higher speeds.

As a safety pro, you know what happens after employees complete safety training. Many workers take the training to heart and follow the rules, such as always wearing their protective gear, or locking and tagging out equipment every time they perform maintenance.

But there's always at least one in a crowd who has rationalized not following the rules. They think they will never get hurt. The only reason they might follow a safety rule is because of stiff consequences if the don't.

Another finding by the researchers may be even more troubling. Getting stopped for speeding did not seem to have an effect on whether or not someone speeds again. The researchers say this is probably because people who habitually speed aren't significantly deterred by being stopped. Those who are inherently more conservative are more likely to slow down after getting a ticket

What is the lesson here? Perhaps it is a call for a "two strikes and you're out" policy when it comes to safety rules. Depending on the nature of the infraction, as second chance might be in order when a worker violates a safety rule. But if they break the rule again, you may have someone who doesn't care about safety - all they care about is whether they'll get caught. Since no one can watch these workers every minute while they are at work, the second strike may be a sign to let the worker go.

MARCH

10th & 11th Work Zone Intermediate

William A. Hazel, Inc., Manassas

11th Competent Person, Subpart P, Excavation & Confined Space and 2nd part of OSHA 30

The Anderson Company, Manassas

18th First Aid and CPR

William A. Hazel, Inc., Manassas

18th, Fall Protection, Record Keeping, Ladders, Scaffolds & Tools and 3rd part of OSHA 30

The Anderson Company, Manassas

19th & 21st Work Zone Intermediate

Hunter Motel, Newington

21st Work Zone Basic

Hunter Motel, Newington

24th HCCA Dinner Meeting and Safety Awards

Evergreen Country Club, Haymarket

APRIL

1st & 2nd Work Zone

Intermediate

William A. Hazel, Inc., Manassas

6th OSHA 10/first part of OSHA 30

The Anderson Company, Manassas

13th Competent Person, Subpart P, Excavation & Confined Space and 2nd part of OSHA 30

The Anderson Company, Manassas

15th First Aid/CPR

The Anderson Company, Manassas

15th & 16th Work Zone Intermediate

Ferguson Waterworks, Chantilly

17th Work Zone Basic

Ferguson Waterworks, Chantilly

20th, Fall Protection, Record Keeping, Ladders, Scaffolds & Tools and 3rd part of OSHA 30

The Anderson Company, Manassas

30th First Aid/CPR

The Anderson Company, Manassas

Check the website for new classes And classes offered in May and June. Be sure to pass the word to non-Member firms. The HCCA website

WWW.HCCA.NET



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