

Fast Facts on Distracted Driving

Police began enforcing the new distraction legislation in January 2010.

In 2010, the OPP charged 8,522 drivers under Section 78.1 of the HTA for using a hand-held device while driving.

In 2010, there were 7,733 collisions on OPP-patrolled roads where the driver was deemed to be inattentive/distracted, resulting in 35 deaths, 1,040 injuries and considerable property damage. (Note: The preceding statistics refer to all forms of distracted/inattentive driving, not just the use of hand-held devices as outlined in Section 78.1, HTA.)

5 Reasons Workers Should be Trained in Loading Dock Safety

A loading dock worker was loading drywall onto a flatbed truck when a forklift being operated by a co-worker surged forward, fatally pinning him against the truck.

At another workplace, a textile plant supervisor was operating a forklift truck when another forklift fell from a loading dock, causing the supervisor's forklift to flip over. He was crushed under the roll cage and died.

Loading docks are busy places where machine operators and truck drivers must perform a delicate dance around workers on foot.

Along with being congested, loading docks may also be poorly lit, slippery, cramped, crowded with debris, riddled with blind spots and crisscrossed with ramps, stairways and uneven surfaces.

Here are just 5 of the possible hazards:

1. Slips, trips and falls;
2. The possibility of workers on foot being struck by vehicles;
3. Being crushed by unstable loads that shift suddenly;
4. The possibility of a forklift driving over the edge of the dock and having it or its load land on workers below; and
5. The possibility of a trailer whose wheels aren't properly chocked creeping forward or backward into workers.

Loading docks are a hub of activity. Workers need to be trained on how they can protect themselves.

Under regulation this is the responsibility of the owners and the supervisors of the workplace.

I would like to dedicate this issue to material handling and the summer help.

Many of these people are entering the workforce for the first time and it is important that they get started properly. It is essential that they know the importance of safety and they are aware of the high priority in the corporate culture at your workplace.

Mike Kroetsch

Owner of Transportation Safety & Compliance Solutions

Coming events:

Lift Truck Operator Refresher

Sept. 24 & Nov. 26

Managing Fleet Safety

Sept. 26 & Nov. 28

Defensive Driving (Professional Driver)

Sept. 17 & Dec. 3

Defensive Driving for the Non Professional

Aug. 8, Oct. 3 & Dec. 5

It is not too early to book your driver's fall and winter safety talks.

For details regarding these sessions go to www.transportationsafetycs.ca or phone 519 748 4420

Summer Help

It is important that you get the right people for these jobs. Even more important is the fact that orientation/training is provided to these workers. For many of these students it is going to be the first time for them in an industrial environment working around heavy equipment.

One of my customers brings in students to do odd jobs such as painting, window cleaning, cutting grass and running local errands. These employees spend time with HR and safety to go over a few important items. Each of them is issued a supply of T shirts and in reflective lettering they are marked with SUMMER HELP. Other employees are encourage helping them along in any way they can with a goal to keep these workers safe and educated about the specific workplace hazards.

If your young workers are children of an employee you may wish to talk to the parent as part of the process and have information available to send home to all parents.

Check out some of these websites:

www.ccohs.ca/youngworkers

www2.worksafebc.com/Topics/YoungWorker/Home.asp

www.iapa.ca/main/outreach_yw/yw_intro.aspx

http://ywap.ca/english/ywa_eng.htm

PROTECT THEM AS YOU WOULD YOUR OWN SONS AND DAUGHTERS!

Manual Material Handling

Manual material handling is part of trucking and warehousing so when you have to move things around, use these best practices:

The best way to prevent a back injury is to reduce the need to lift, carry, push, or pull.

Don't lift a load from the floor. It can put too much stress on your back. Instead, store heavier objects between waist and shoulder level so you don't have to crouch or bend down.

Use handling equipment such as carts, dollies, pallet jacks. Make sure the equipment is well-maintained so you don't face any safety hazards from the equipment.

Move small amounts. The smaller the weight, the less stress on the back. Divide material into smaller loads or get help moving heavy objects.

Stretch regularly before and during work. As you work, your muscles tighten. That constricts blood flow. Regular stretch breaks can relieve tension, increase circulation, increase energy levels, and promote muscle recovery.

Keep physically fit and before starting any program talk to a professional.

Common **F**actors in **F**orklift **A**ccidents (**P**art **F**our)

Many work-related factors can cause accidents. In the last newsletter we discussed how workplace design can contribute to forklift trucks accidents.

What characteristics of the load create a hazard?

- Poorly stacked or piled on the pallet.
- Pallets in poor repair.
- Load too heavy.
- Load unstable or blocking vision.

Next issue: *What mechanical conditions or design features increase the risk for forklift accidents?*

High **V**isibility **W**ear

High visibility wear is becoming a more common a sight in the transportation industry. Serious consideration should be made to implement this standard into the safety package for your people in the warehouse environment.

BILL **1**68 ~ **V**iolence in the **W**orkplace

While touring a customer facility the company president asked me if I had seen anything from safety and compliance perspective that as a company they had to work on. A few suggestions were offered but one that came to a lengthy conversation was swearing and inappropriate conversation by the employees. He blushed and admitted that, yes, this needed some work and he was aware of Bill 168 which came into effect for provincially regulated companies in June of 2010.

I suggested training and that maybe there is a swear jar as part of soft enforcement of the policy would be beneficial.

The money raised could go toward a predetermined charity, or a company function such as a barbeque or donut day.

If you have a story or best practice you wish to share please contact Mike Kroetsch at mike@transportationsafetycs.ca or 519 748 4420.

Think Alcohol Use Is Not a Problem?

Article by Susan M. Heathfield "About Human Resources"

Think that alcohol use is not a significant factor in your workplace? If so, think again. Among 55.3 million adult binge drinkers in the United States, 44.0 million, or 79.4% are employed. Some of them are affecting productivity, attendance, employee morale, and employee turnover in your workplace.

The above information provided by Susan are startling numbers. For those of us in the trucking industry as safety professionals we most likely got goose bumps while reading the above.

When the US drug and alcohol legislation came out I recall one of the training sessions I went to where the mediator said if a person says "I need a beer" they have a problem. I think that he should have been a little more specific because most of us have said that at some point of our lives. If you say it every day and do it every day you do have a problem. I recall a few years back a friend was off work on stress relief. In conversation it came out that the stress was because the company (factory) that he worked for changed the policy that prevented employees from leaving the site at break and lunch periods. He was one of the people that frequented a local beer establishment everyday at lunch and admitted that he hoists a couple every day for lunch. He does have a series problem.

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Mike's thoughts:

Being this edition is dedicated to material handlers I would like to point out that this could easily be a problem for those people as well. In most trucking cross dock operations, most of the freight handling takes place at night when there is minimal supervision. Your supervisors must be trained to understand and recognize these situations.

Are the same workers sneaking away frequently and unexplained for long periods of time?

Are the workers that go sit in their cars at lunch break drinking or are they just listening to the hockey or ball game on the radio?

## New Course Available

TS&CS is now offering a **Load Securement in a Van Trailer** course. This course can be delivered on its own or as part of a safety training package, customized for your organization. Call Mike to learn about this course and your organization's needs.

*"In the successful organization, no detail is too small to escape close attention."  
Lou Holtz*