

SAFETY ZONE

Volume 1, Issue 9
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TOM'S CORNER: A MESSAGE FROM THE COUNTY SAFETY OFFICER

This months issue will preview two proposed inserts titled **"Page 3"** and **"Page 4"**. In the future they will be used to emphasize a holiday safety, a new safety legislation, regulation, policy, or special articles earthquake or fire prevention month, as examples. The inserts are briefly described as follows:

"Page 3"

TAILGATE/TOOLBOX TRAINING:

The topics covered here will be more for the County employee that works the industrial side of County employment such as warehousing, heavy equipment, road repair and those positions other than office type positions.

"Page 4"

MONTHLY SAFETY TOPIC:

The topic covered here will be more for the County employees that do the majority of their work in an office environment such as clerical, office assistants, computer work, healthcare, administrative and support type functions.

As you can see, these inserts are specific in content and do quote code and verse as per Cal/OSHA, County Regulations, State and Federal standards. Previously we asked for your comments and this was one of the suggestions for the newsletter.

Your comments are always welcomed to better serve your safety needs.

POINTS OF INTEREST

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FLASH says, "Know of a good article or topic you would like to see? Submit your idea to Art Pereida, Editor, on GroupWise"

Road Rage—Legal Consequences

By Joe Salinas, Coordinator

There is a fine line between Aggressive Driving and Road Rage. Basically, aggressive driving can be defined as a combination of traffic offenses. These offenses include speeding, tail-gaiting, failure to signal a lane change, running a red light and improper passing may or may not constitute aggressive driving.

Road rage on the other hand occurs when the driver of a motor vehicle uses that vehicle to commit an assault upon

another person on a highway. The assault can be made on the driver or passenger of another vehicle, a bicyclist or pedestrian.

Consequences, as outlined in subdivision (a) Section 245 of the Penal Code can result in state prison for six months to life, imprisonment in a county jail not to exceed one year or a fine not exceeding \$5,000 or both, fine and imprisonment.

Also, Section 13210 of the California Vehicle Code, the

court can order a suspension of driving privileges. The suspension length can range from six months for a first offense to one year for a second offense.

The court can also mandate the offender attend and complete a court-approved anger management or "road rage" course.

In addition, County driving privileges and employment may be adversely affected . . . And, we just don't want that to happen . . . Do we?

In This Months Issue

- Safety Officers Message
- Contacting Safety Office Personnel via phone, FAX or Email
- Page 3—**NEW**
- Page 4—**NEW**
- Road Rage
- And other Safety Tips to assist you

Vehicles and Lightning

By Art Perelda, Safety Coordinator

What happens when lightning strikes a vehicle? The answer, gleaned from anecdotal observations, is all the way from “nothing” to “Wow! What a mess . . . My car is a disaster.”

Electrically speaking, at lightning’s higher frequencies, currents are carried mostly on the outside of conducting objects. A thick copper wire or hollow-wall metal pipe will carry most of the lightning on the outer surfaces. This phenomenon is called Skin Effect. The same holds true for lightning when it strikes metal vehicles: the outer surface carries most of the electricity. The persons inside of the steel box can be likened to protected by a partial Faraday Cage.

Personal Safety Issues: Reported incidents and related injuries make it clear that a person inside a fully enclosed metal vehicle must not be touching me-



tallic objects referenced to the outside of the car. It’s suggested to pull off to the side of the road, turn on “emergency flashers”, turn off engine, put one’s hands in ones lap, and wait out the storm.

Heavy Equipment: Backhoes, dozers, loaders, graders, scrapers and mowers, which employ an enclosed rollover systems canopy (ROPS) are safe in nearby

electrical storms. The operator should shut down the equipment, close the doors, and sit with hands on lap, to wait out the storm.

Smaller equipment without ROPS is not safe. Small riding mowers, golf carts, utility wagons are examples. Rubber tires provide zero safety from lightning. People should

safely abandon this machinery and get into a safe shelter.

Damage: Reported damage to vehicles includes total destruction of the vehicles wiring and associated electronic equipment. Cases from police departments report bad burns to the hands and the mouth where officers were using radio microphones when their vehicle was struck. Cases describe total blow-out of all four tires on the vehicle.

TRUE COST OF ACCIDENTS

By Brian Teig, Safety Specialist II

When a worker gets injured in any accident, it costs everyone. It’s like taking an extra deduction from your weekly paycheck because the true cost is always greater than the money alone. Invariably, costs are usually covered by insurance. Indirect or “non-billable” costs results from organization’s attempt to cover and adjust to the loss.. They include the wage cost of the injured worker, the wage costs of others , property damage and administrative costs. Unfortunately, these costs are most often uninsured

and therefore rarely recovered. The true costs of an accident is the direct and indirect costs. Indirect costs account to 70 to 90 % of the true costs of an accident. In other words, on average, indirect costs exceed direct costs by at least a 4:1 ratio. Let’s say for example that the direct cost of a back injury is \$8,000. Applying this 4:1 ratio to project the indirect costs, we would get a figure of \$32,000. Add the two together and you end up with the true costs of one back injury, \$40,000! Keep in mind the \$40,000 is only the costs incurred by the

company. What about the residual or on-going costs to the injured individual, their family, community and society? Workers need to understand that accidents are very costly. They need to see the value of working safely and help others to do the same. Starting today, decide to get more involved in reducing the true costs of accidents by reporting unsafe conditions and work practices in your workplace. And remember to always work safely. You can be accident free.

“Whatever work you do—Be Safe Doing it”





**TAILGATE/TOOLBOX TRAINING
HIGH VOLTAGE OVERHEAD LINES**

Many workers in both construction and agriculture face a common safety hazard: electrical contact with high voltage overhead lines. Every year they are killed or disabled after accidentally coming in contact with the lines.

What precautions can you take to avoid this type of accident?

What does the law—**California Codes of Regulations**—say about this hazard?

Safe Work Practices

Several safety orders deal with requirements for the safe work practices around high voltage overhead lines. When these orders are followed, almost all accidents involving high voltage lines are prevented.

- Electrical Safety Orders **2946 (b) (4)** prohibits storage of irrigation pipe or long metal poles near high voltage overhead lines if they are long enough to reach the lines. In one year, 80 percent of the electrocution deaths of California agriculture workers occurred when the irrigation pipes they were handling came in contact with overhead lines.
- Electrical Safety Order **2946** outlines the requirements for prevention of accidents due to nearness of overhead lines. Workers must be guarded against the danger of accidental contact with overhead lines.
- A) With certain exceptions, work done over live (power on) overhead lines is against the law. Section 2946 also prohibits doing work within 6 feet when they are being moved or used.
- B) Do not store tools, machinery, and equipment near live high voltage overhead lines carrying between 600 and 50,000 volts.
- C) When moving boom-type equipment with boom lowered and no load attached, keep the end of the boom at least 6 feet away from high voltage lines.
- D) When operating boom-type lifting or hoisting equipment, the minimum clearance is 10 feet when the overhead line is carrying between 600 and 50,000 volts.

This warning sign should be posted on the equipment, in clear view of the operator:

**UNLAWFUL TO OPERATE THIS
EQUIPMENT WITHIN 10 FEET OF HIGH
VOLTAGE LINES OF 50,000 VOLTS OR LESS**

The following statement must be printed on the sign in similar lettering:

**FOR MINIMUM CLEARANCE OF HIGH-VOLTAGE
LINES IN EXCESS OF 50,000 VOLTS, SEE ARTICLE 86, TITLE 8,
HIGH-VOLTAGE ELECTRICAL SAFETY ORDERS**

- If you don't know whether an overhead line is live, assume that it is until whoever owns or operates the line verifies that the power is not on.
- If you are working near a dead (power off) line, make sure it is clearly grounded at the worksite. A grounded line has a grounding wire clamped to it, with the other end clamped to either the structure or a grounding rod.

METAL FRUIT-PICKING POLES

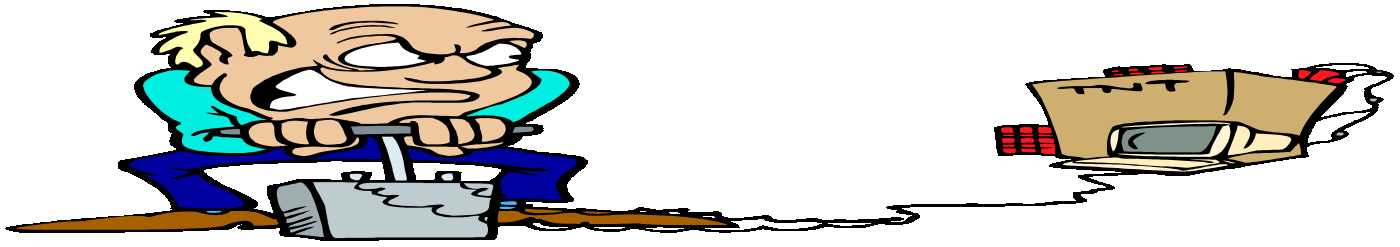
Use of metal poles for fruit picking or nut harvesting is a violation of General Industry Safety Order 3455.

DISCUSSION QUESTIONS

Is there danger on this job site of coming into contact with high voltage overhead lines?

What can be done to prevent such contact?

Are the requirements of the safety orders being followed on this site? If not, how are they being violated?



THIS MONTHS SAFETY TOPIC
“ WORKPLACE VIOLENCE IN CALIFORNIA ”

The circumstances associated with workplace violence in California can be divided into three major types. However, it is important to keep in mind that a particular occupation or workplace may be subject to more than one type.

TYPE I—In California, the majority of fatal workplace assaults involve a person entering a small late-night retail establishment, e.g., liquor store, gas station or a convenience food store, to commit a robbery. During the commission of the robbery, a worker, or more likely, the proprietor, is killed or injured.

Workers or proprietors who have face-to-face contact and exchange money with the public, who work late at night and into the early morning hours, and who often work alone or in very small numbers are at greatest risk of a TYPE I event. While the assailant may feign being a customer as a pretext to enter the establishment for the night or janitors who are assaulted while cleaning the establishment after it is closed.

TYPE II—A type II workplace violence event involves an assault or threat by someone who is either the recipient or the object of a service provided by the affected workplace or the victim. TYPE II events involve fatal or nonfatal injuries to individuals who provide services to the public. These events chiefly involve assaults on public safety and correctional personnel, municipal bus or railway drivers, healthcare and social service providers, teachers and correctional personnel, and other public or private service sector workers who provide professional, public safety, administrative or business services to the public.

Law enforcement personnel are at risk of an assault from the “object” of the public safety services (suspicious persons, detainees, or arrestees) when making arrests, conducting drug raids, responding to calls involving robberies or domestic disputes, serving warrants and eviction notices and investigating suspicious vehicles. Similarly, correctional personnel are at risk of assault while guarding and transporting jail or prison inmates.

Of increase concern, though, are TYPE II events involving assaults to the following types of service providers:

- (1) Medical care providers in acute care hospitals, long-term care facilities, outpatient clinics and home health agencies;
- (2) Mental health and psychiatric care providers in inpatient facilities, outpatient clinics, residential sites and home health care agencies;
- (3) Alcohol and drug treatment providers;
- (4) Social welfare providers in unemployment offices, welfare eligibility offices, homeless shelters, probation offices and child welfare agencies;
- (5) Teaching, administrative and support staff in schools where students have history of violent behavior; and
- (6) Other types of services providers, e.g., justice system personnel, customer service representatives and delivery providers.

Unlike TYPE I events which often represent irregular occurrences in the life of any particular at-risk establishment, TYPE II events occur on a daily basis in many service establishments, and therefore represent a more pervasive risk for many service providers.

TYPE III— A TYPE III workplace violence event consists of an assault by an individual who has some employment-related involvement with the workplace. A TYPE III event usually involves a threat of violence, or a physical act of violence resulting in a fatal or nonfatal injury, by a current or former worker, supervisor or manager, a current or former spouse or lover; a relative or friend; or some other person who has a dispute involving a worker of the workplace.

Available data indicates that a TYPE III event is associated with a specific type of workplace or occupation. Any workplace can be at risk of a TYPE III event. However, TYPE III events account for a much smaller proportion of fatal workplace injuries than TYPE I and II. Nevertheless, TYPE III fatalities often attract significant media attention and are perceived as much more common than they actually are.

Mature Drivers Behind The Wheel

By Art Pereira, Safety Coordinator

The average age of California's population is steadily increasing. It is estimated that by the year 2020, the percentage of people over 65 will increase from 10.8 percent to 16.8 percent. The DMV is concerned about the needs of this segment of the driving population. The DMV's goal is to keep drivers licensed for as long as it is safe to do so.

TALKING TO A MATURE DRIVER

You must understand how important driving is to your mature driver. Let the driver know that you want to keep him/her on the road as long as possible and that you have some ideas you would like your driver to consider.

Be positive and supportive of your mature driver. Allow the driver to have an active role in the decisions and actions you would like him/her to take.

Remember: Impairments among individuals vary greatly; so age alone is not a basis

for limiting or taking away someone's driving license. You should be concerned about the persons abilities, not just the age. Your mature driver may think that authorities, friends, or relatives are "out to get me off the road just because of my age." So you must be careful how you start your conversation. If you offer help and support when your driver tries to correct any shortcomings or express any fears, you may be able to keep him or her on the road longer.

Your role is to support. Discuss available alternatives and help your driver make a decision that is specific and realistic for him or her.

Do not let the mature driver feel controlled or powerless. Your mature driver should know that he/she is participating on making the decisions. But at the same time, be ready to point out areas which need to be corrected. You may need to offer transportation options.

Older drivers that have to give up their

driving license often feel they are burdens on their families. These drivers may become depressed or withdrawn. The family members of the older driver must be prepared to provide genuine emotional support to help him/her overcome a very real sense of loss.

SELF-ASSESSMENT SCALE

This is available through organizations such as Automobile Club of So. California or California State Automobile Association.

MATURE DRIVER IMPROVEMENT COURSES

These courses are available for drivers who are 50+ through the American Association of Retired Persons, National Safety Council and Automobile Club of So. California. The class is 8 hours long and helps the mature driver learn the relationship between age and driving skills. For more information, visit the California DMV website: www.dmv.ca.gov.

Operating your boat safely

By David Rich, Safety Coordinator

Having fun on the water depends on you, *The Skipper*. Those in your boating party have high expectations of having a great day on the water because of. They trust your skills, knowledge of the water, boating safety, and experience with your boat and its equipment.

Before taking your boat out, check out this list. You are the key to *Water Safety*.

BASIC BOATING TIPS

- Always keep your boat in top operating condition.
- Your boat should be free of all fire hazards.
- Have you checked for safety equipment and is it in good repair.
- Have you filed a float plan with a relative or friend (Where you're going to be and for how long).
- Know and practice the Rules of the Road (Navigational Rules).
- Know and obey Federal and State regulations.
- Maintain a clear, unobstructed view forward at all times, "Scan" the water back and forth, avoid tunnel vision.
- Maintain a safe speed at all times.
- Know your position and know where you are going.
- Keep an eye out for changing weather conditions.
- Never operate your boat if you have been drinking alcohol—***DON'T DRINK AND DRIVE***

For more safety information, visit the U.S Coast Guard website at www.uscgboating.org

"Excuse me—But are you practicing being safe?"



COUNTY SAFETY OFFICE

3901 Lime Street
Suite #100
Riverside
Office Hours Monday thru Friday
7:30 A.M. to 5:30 P.M.

Phone: 909-955-3520
Fax: 909-955-9200
Email: See Listing
Web site: <http://intranet.co.riverside.ca.us/safety>



"FLASH Safety Tip"
"A Safe Day Is A Good Day"

County Safety Office Staff are available to assist you at all times. Our office is in the (909) area code, on MICRO and all have Email.

COUNTY SAFETY OFFICER

Tom Sproal, County Safety Officer 955-5859

Safety Personnel

Mike Bowers, RCRMC Safety Coordinator 486-4689

Ken Brooks, Safety Coordinator 955-9205

Pat English, Sheriff Safety Coordinator (Temporary Ph. #) 955-3520

Lou Giantonio, Safety Coordinator 955-3522

Tony Gonzales, Safety Coordinator 955-5881

Steve Hickam, Health Safety Specialist II 358-5547 or 955-5892

Steve Hutchings, Mental Health Safety Coordinator 358-4747

Art Pereida, Safety Coordinator 955-5883

Becky Perkins, Occupational Health Nurse Consultant 955-5854

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Safety Office Support Personnel 955-3520

Tawni Grubbs, OA III

Lydia Temmen, OA III

Jan Zimmermann, OA II

Medical services and first aid

By Steve Hickam, Safety Specialist II

All California employers must meet Cal/OSHA Safety Regulations regarding provisions of medical services and first aid in the workplace. Title 8, CCR, GISO Section 3400 states that:

- Employers shall ensure the ready availability of medical personnel for advice and consultation on matters of industrial health or injury.
- When no medical facility capable of treating all injured employees is near the workplace, a person or person having American Red Cross or equivalent first aid training shall be present to render first aid.
- Adequate and sanitary first aid materials, approved by the consulting physician and in usable condition, must be readily available for workers on every job. The materials must be frequently inspected and replenished as neces-

sary.

- When the eyes or body of any person may be exposed to injurious corrosive materials, suitable emergency facilities for quick drenching or flushing of the eyes and body shall be provided within the work area for immediate use.
- Stretcher and blankets, or other adequate warming coverings, are required unless ambulance service is available within 30 minutes under normal condition.

To meet with the intent and scope of these regulations, the County Human Resources — Safety Division recommends the following:

- At least two persons with First Aid and CPR training should be present at each County facility or work site.
- Every County facility or work site should have at least one County issued First Aid Kit available containing sanitary and usable first aid materials. Some larger facilities and/or local departments may need

additional kits.

- First Aid Kit should contain only those materials approved by the County Department of Public Health Department Director. A letter from the County Safety Division, dated April, 2001, lists the inventory of approved materials. This letter must also be present in all County First Aid Kits.
- Kits should receive documented monthly inspections and supplies should be replenished as necessary.
- Should employees be exposed to injurious corrosive materials, emergency quick drenching body showers or eye flushing stations must be present within ten seconds travel time of the work area.

For additional information, please refer to County Safety Manual Document 7001 or call County Safety Division office at (909) 955-3520.