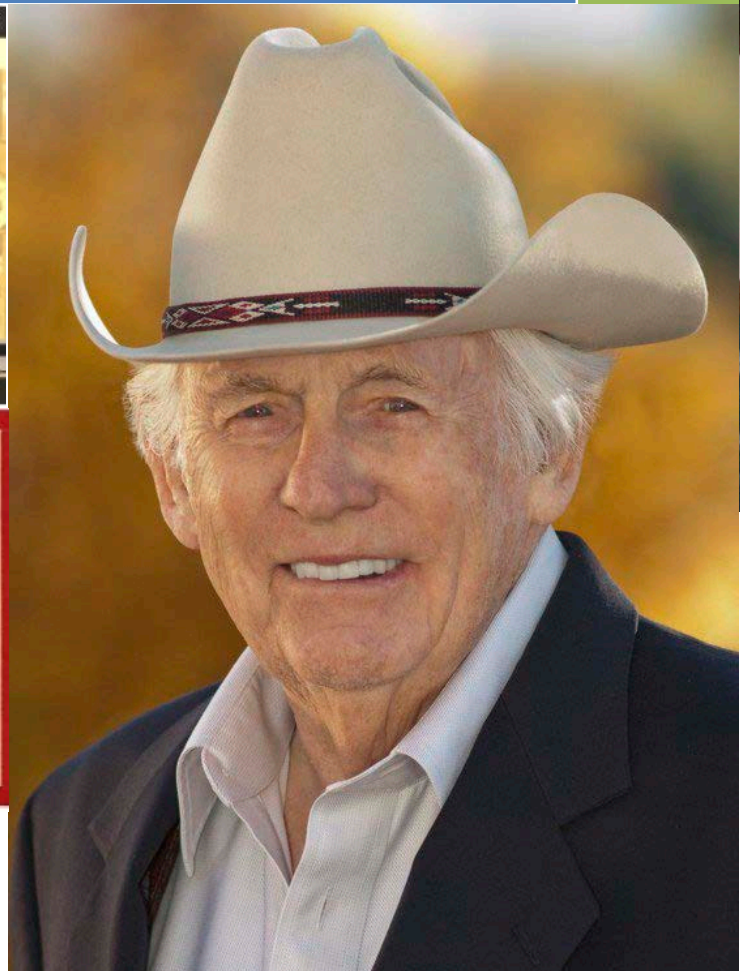
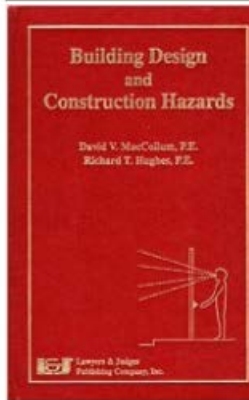
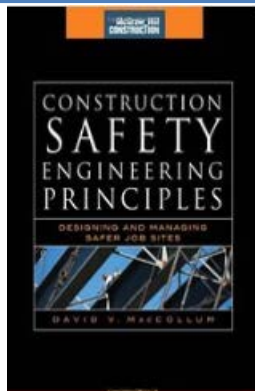




VETERANS of SAFETY

2015

VOS July Newsletter



Message from VOS Newsletter editor Mark Rater:
Make sure to visit our website at <http://vetsofsafety.org/>
to get more information from VOS. Have a good safe
day.

Table of Contents

- VOS Presidents address.....pg01
- Treasure's Report 2015.....pg01
- ACCIDENT CAUSATIONpg02
- What can an insurance risk-control rep do
for you?.....pg03
- David MacCollum P.E.pg04
- DON'T BOTHER ME WITH FACTS.....pg04
- S, H & E Information Updatepg05
- Musings of a traveling safety rogue.....pg06



A NOT FOR PROFIT ORGANIZATION

VETERANS OF SAFETY

AN INTERNATIONAL ORGANIZATION

Newsletter

VOS President's Address

Warren K Brown, CSP, ARM, CSHM

Fellow Veterans of Safety,

I am happy to report that VOS has invested in a visionary scholarship with the ASSE Foundation. This investment will result in a scholarship being generated on a yearly basis in perpetuity in the name of the Veterans of Safety. Our current level of investment will result in a \$1000 dollar scholarship being given annually. If we increase our level of investment the value of the scholarship can be increased. I started the process at the 2015 ASSE House of Delegates meeting by giving \$100 dollars toward going to a higher value scholarship. I am asking that any of you who feel so inclined can make a donation to our visionary scholarship on an annual basis for example and help move us to a higher value scholarship. Send your donation to the American Society of Safety Engineers Foundation, 520 N Northwest Hwy Park Ridge, IL 60068 or on line www.asse.org/foundation. Be sure to note on your check or on line that your contribution is dedicated to the Veterans of Safety Visionary Scholarship. Your donation may be a fully tax deductible contribution for yourself.

Your Board continues to move the organization forward. We have a new website and are generating regular newsletters. We are looking at other ways to add value to your membership. We welcome feedback from you the membership about direction and projects we should be pursuing. Any ideas can be sent to any board member or myself at warren10@ix.netcom.com for consideration.

Our VOS Annual Meeting will be held October 3, 2105 at the Courtyard Kansas City Airport at 7901 NW Tiffany Springs Parkway, Kansas City, MO 64153-2311, (816)891-7500. All members are welcome to attend. Let me know if you plan to attend so we can set the room up appropriately. Thank You Warren

Treasure's Report 2015

Dear Members of VOS.

For the past few years, Veterans has been run by the members of the Board volunteering their time and serves to maximize the net income to further increase the scholarship fund.

For our small organization, it has been difficult to each year build a pool of scholarship applicants. You will see in the financials \$30,000.00 going to The ASSE Foundation. This transaction is now complete and the donation will not show in future financials. As a member, you can be assured, it will be used into perpetuity to award a \$1,000.00 scholarship. The ASSE Foundation has the investment capability to grow the amount each year.

Your future dues will also go to building the scholarship fund as well as improve the website, www.vetsofsafety.org, newsletter and other VOS activities. If you have any questions or comments feel free to contact me.

Jack B. Hirschmann
Treasurer

Jhirschmann@oberoncompany.com

Veterans of Safety Balance Sheet As of June 30, 2015

	Jun 30, 15	Jun 30, 14
ASSETS		
Current Assets		
Checking/Savings		
10500 · Checking Account	7,550.20	5,619.16
10600 · Money Market	0.09	18,594.87
10700 · Scholarship Funds	0.00	13,465.14
10800 · ASSE Foundation	30,000.00	0.00
Total Checking/Savings	37,550.29	37,679.17
Accounts Receivable		
11000 · Accounts Receivable	1,625.00	775.00
Total Accounts Receivable	1,625.00	775.00
Total Current Assets	39,175.29	38,454.17
TOTAL ASSETS	39,175.29	38,454.17
LIABILITIES & EQUITY		
Equity		
30000 · Opening Balance Equity	35,674.88	35,674.88
32000 · Unrestricted Net Assets	2,367.21	348.73
Net Income	1,133.20	2,430.56
Total Equity	39,175.29	38,454.17
TOTAL LIABILITIES & EQUITY	39,175.29	38,454.17

ACCIDENT CAUSATION

I.E. WHO DO WE BLAME FOR THIS?

By Wendell W. Wahlstedt

Who is "at fault" in the "accident" about to happen above?

Some people think that all persons working in safety are eternal pessimists. I am beginning to think that they have a good reason to be.

Normally upper management thinks it is the Safety Director's job to look around and see into the future to detect what hazard is out there waiting to happen and injure one of the employees. That sounds like a good idea, but we all know that if the Safety Director really could see into the future, he would be out at Las Vegas driving a solid gold Cadillac rather than trying to figure out how to get upper management to bump his departmental budget up next year so he can do a better job of protecting the employees.



Safety Directors intuitively know the causation of accidents is stated in Murphy's Law: If anything can go wrong, IT WILL!

Following that is the first corollary: Your air conditioning unit will break down on the HOTTEST day of the year.

The second corollary relates to vehicle accidents: When there is a vehicular accident, the causation is rarely the fault of something on the vehicle going wrong; the fault is usually the loose nut behind the steering wheel! I realize that a lot of estimates have been made by persons in safety to estimate the per cent of accidents having mechanical defect causation, and they usually run from 5% to 20%. That number is simply not true. Mechanical defect causation is 5% or less of accidents.

The easy way to de-bunk this erroneous estimate is to stop and think about your own driving & accidents: Think of all of the years that you have been driving. How many vehicular accidents have you been involved in during those years? How many of those accidents were caused by a MECHANICAL fault? If you are really truthful about those accidents, you realize that 95% of those accidents were not the fault of the vehicle, they were the fault of a human being who was driving the vehicle and daydreaming when he should have been watching the road, or had his foot on the gas pedal when it should have been on the brake.

Drivers wishing to hide the actual percentage of accidents that were their fault, try to claim that the accident was the vehicle's fault. Again this is easy to de-bunk. By definition: Whatever causes an accident must have FREE WILL. You can't blame anything if it does not have the power to think & make decisions. If you are the Safety Director doing an accident report, and your crystal ball is murky, try putting the blame for the accident where it belongs.

For example, when an insurance inspector was doing an investigation of a tow truck fleet he insured, the fleet owner apologized about his driver being so drunk that he got a car he was going to tow hooked on his rig, then fell out of the door of the tow truck and was run over by his own vehicle.

Who is at fault here, the tow truck driver, or the owner who would hire a driver like that?

WHAT CAN AN INSURANCE RISK-CONTROL REP DO FOR YOU?

By Pat Conroy

How to Develop a Beneficial Working Relationship

An insurance risk-control representative is the person who calls to inspect your company for safety hazards, and three weeks later, sends a letter with a list of recommendations. In most cases, these recommendations go unheeded and an adversarial relationship has begun between the company and the insurance risk-control representative. Corporate management, in many cases, fails to realize that insurance risk-control representatives can be an important resource if used and can cause problems if not.

The risk-control representative has two major functions: (1) to provide information to his/her underwriter and (2) to assist the company in preventing losses. The underwriter, who determines the costs of your insurance, relies on the loss-control representative to report conditions, procedures and attitudes of your company with regard to loss control. Often the risk control representatives will fail to consult with senior management of the company and will report potentially damaging or erroneous information to the underwriter. In addition, failure of the company to reply to recommendations, even if minor, can result in the company being considered a poor risk. These situations can adversely affect the underwriter's decisions on pricing or even renewing coverage.

From the company's standpoint, the loss control representative is often overlooked as a valuable tool. Not only can the representative provide useful information, he or she can audit the effectiveness of supervisors who work for your company and their impact on your safety program efforts. The representative can identify problems often overlooked by your company's own personnel. What should a company do to take advantage of a safety audit?

It is imperative that the company develop a working relationship with the risk-control representative. Through this relationship the company can use the representative's services to:

1. Identify deficiencies in risk-control activities at the corporate level.
2. Provide information and materials that can be used to supplement the present program.
3. Audit the effectiveness of Supervisors in managing exposures and activities.
4. Investigate and analyze losses to identify problem areas, procedures, personnel, etc.
5. Develop control plans to reduce company exposures.

What Can an Insurance Risk-Control Rep Do For You?

The following steps are important in developing this relationship.

Before the risk-control representative visits any company property, a meeting should be held at the corporate office with the representative and decision-making management team (e.g., the risk manager, the insurance administrator, the safety director, the claims administrator, etc.). An overview of the risk control program and procedures should be provided. Any information regarding loss history, hazardous operations and problems should be discussed.

When possible, joint visits to all company operators by the risk-control representative and the safety director should be scheduled. This allows recommendations or exposures to be discussed and control plans developed. The joint visit will also show management support for loss-control efforts.

There is nothing more frustrating to a risk-control representative than finding the same hazards or lack of controls after recommendations have been made during previous visits. It is important that if commitments are made to comply with recommendations, they are carried out as soon as possible. Also, if recommendations cannot be completed, alternatives or explanations should be provided promptly in writing to the loss-control representative. Finally, every company must realize that in many cases the risk-control representative may be inexperienced or unfamiliar with the control of your company's hazards. Because of this, it is even more important to develop a productive relationship with your representative. Inexperience could result in recommendations that are impossible to complete or may create more serious exposures. Potentially difficult situations can only be avoided through good communication with your risk-control representative.



J. Nigel Ellis, Ph.D., CSP, P.E., CPE



David MacCollum P.E. has been honored many times in his extended life for his contributions to safety. In the past few years we have another reason to acknowledge Dave and that is for his profound work as a novelist. The current two books read like Dave's lifetime experiences since bulldozing runways in the Philippines for General McArthur in the field of safety. Dave was presented in 2013 with the Lifetime Achievement Award by the Veterans of Safety.

First is "Murder by Electrocutation"

Second is "Write In Ballot"

Both novels are available directly from Amazon at www.Amazon.com in both hard copy and digitally e.g. on a Kindle

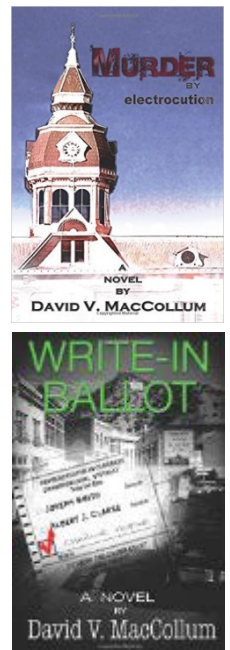
Nigel Ellis recommends that all Safety Professionals should read these books.

Murder by Electrocutation

This book is a real murder mystery. It is a blow by blow, back and forth of an intense lawsuit fought by the defense team of a powerful electric power company intent on maintaining its construction practices without change and pitted against a law firm dedicated to exposing the negligence of that company and the foreseeability of a fatal incident. The broader message addresses injury prevention by design, and the progress of safety culture to show how hazards can be eliminated with foresight and engineering. In short, design-based hazard elimination is a more preferred solution over error-prone human behavior change.

Write In Ballot

This remarkable short novel story could very well become our future based on David MacCollum's powerful insights into the experiences of a new Congressman, the politics of Washington and western state mining opposition, and the acceptance of design-based safety as opposed to the current unworkability of people-based safety. The concerns over environmental hazards and worker safety in mining are met with current day technology advances of automation which reduces people exposure to hazards and also lessens the worry about damage to the environment. It even includes some romance!



DON'T BOTHER ME WITH FACTS

By Wendell W. Wahlstedt

The Federal Motor Carrier Safety Administration (FMCSA) currently rates truckers for safety partially by the number of accidents the motor carrier has **NO MATTER WHO IS AT FAULT IN THE ACCIDENT**. Trucking companies have been trying to get the FMCSA to only count an accident against the party who is at fault.

The FMCSA says they have no intention of doing that as it would cost them a lot of money and take a lot of time to do. They say that if you are involved in an accident, even though it is not your fault, you are **MUCH** more likely to have an accident in the future. My personal experience as a Trucking Safety Director rating every accident a 375 power unit truck line had for over five years that is not even close to correct.

The FMCSA admits if an accident involves a fatality, and they know who is at fault, they can improve their ability to predict future accidents from that.

FMCSA admits that 91% of police accident reports have the data that they would need to determine whose fault they were, but that data "MAY not be reliable".

It looks like statistically they would rather have 50% of their data they know to be wrong by blaming everybody involved, than having a much smaller percentage that **MIGHT** not be reliable.

S, H & E Information Update

Edited by Warren K Brown, CSP, ARM, CSHM

Forklift operator training thru a simulator

A simulator system able to train new operators as well as refine existing operator skills has been developed. The simulation provides for a safe training environment and reduces potential for equipment and facility damage during a normal training situation with real vehicles. For more information go to www.forklift-simulator.com.

Free machinery risk assessment app

Pilz Automation Safety has a free app that allows you to perform a machinery risk assessment on your phone or tablet. It asks questions of the user and uses the responses to determine the risk level of a machine being assessed. The app is compatible with Android and iOS operating systems. Go to www.pilz.com/de-DE/knowhow/books/app-pasmsi to learn more and download the free app.

Work related asthma

According to the CDC work related asthma could be affecting greater than 15% of workers. More studies need to be conducted to isolate the risk factors. It can start quickly or in some case may take years to be developed by workers. Prevention efforts need to be put in place where evidence indicates a need. The report may be accessed at <http://1.usa.gov/1DUvRCv>.

New OSHA “It’s the Law” poster

The free poster has been redesigned to better educate employees and employers to the rights and obligations in the workplace. It includes updated information and is available in several languages. Older versions of the poster can still be displayed. Look at the poster at www.osha.gov/Publications/poster.html.

OSHA final rule on confined spaces in construction

The rule was released on May 1 and is scheduled to take effect on August 3. The standard closely follows the general industry standard. The significant differences are a competent person must do the jobsite evaluation, monitoring for air contaminants has to be continuous and planning for emergency services must be accomplished prior to workers making an entry. The new rule is available at www.gpo.gov/fdsys/pkg/FR-2015-05-04/pdf/2015-08843.pdf.

OSHA makes available roof fall avoidance publications

Workers in construction need to avoid falls from roofs. “Protecting Roofing Workers” is available at www.osha.gov/publications/OSHA3755.pdf and “Fall Protection in Construction” at www.osha.gov/publications/OSHA3146.pdf.

Musings of a traveling safety rogue

(James Newberry, CHST – Honolulu, HI)

Some of you might have heard about my travels, especially if we are friends on FB. My international adventures started in 2012 when I was invited by Abdul Aziz, the President of the ASSE Middle East Chapter to speak at their biennial safety conference in Bahrain. I negotiated and wound up not only speaking at the conference, but put on a two day pre-con workshop on ISO 3100. I chose that topic because ASSE had assigned me to the U.S. TAG (technical advisory group) as the secretariat for the Risk Management Guidelines, which turned in to ANSI A690. That trip provided me with more of a world view of safety as well as; I learned about the working and living conditions on the Saudi peninsula. I have stories that shall not be shared in a missive such as this, but if you invite me out for a cold one, I'll be sure to elaborate more. Suffice it to say, we all should feel a bit guilty when getting behind the wheel of a carbon fueled machine.

In 2013 I joined ASSE 3rd international People to People delegation which happened to be in a country where I went to high school. The year I moved to Hawaii (1995) I took my wife to my high school reunion in New Delhi, so the People to People delegation to India was very nostalgic for me. We got to see world class safety in factories adjacent to abject poverty – quite a mix of opposites, but India is a paradox of sorts. Four of the India P2P troupe and I decided to stay a few extra days and headed off to Katmandu to take in the flavors and culture of that city. One of the exciting things we did was take a “mountain flight” where a twin prop airplane took us up to about 14,000 feet to see Mt. Everest (21,000 ft.) so as we looked out of the plane when we flew by, we looked up to that majestic peak. I had planned to visit the Dali Lama and go back to India to his home in Dharamsala, but his holiness had just returned from an international tour and was taking a week of rest, so I had to make alternate plans. My travel agent put together a personal itinerary for me, including enjoying two yoga meditations sessions before leaving Katmandu, and then I headed off to Pokhara, a trekkers village a short hour and a half flight away up into the hill country. The first morning I was aroused by my guide to come see the Annapurna Range at sunrise. Oh my; that was an experience, like so many others that I was having, all in a short period of time.

Most recently, I was asked to attend and speak at the 31 triennial - International Congress on Occupational Health in Seoul, South Korea, and attend some APOSHO (Asian Pacific Occupational Safety and Health Organization) meetings on behalf of ASSE. It was incredible to visit a city of 11,000,000 and took advantage by showing up a day early; getting out to see the palace, wandered through markets and eat some great local food.

My next trip is set for October and I will be going back to mother India to attend a local PDC in Mumbai. That trip is still in the planning stages, but I have plenty of places to go and people I want to visit and see there. I've included some photos, to make things a bit more interesting.

Pictures from India and Nepal – 2013



Meeting with the “Ministry of Labour and Employment, Directorate General Factory Advice Service & Labour Institutes” what you might call India’s OSHA... The FASLI only applies to facilities with more than 250 employees and they have 75 hazardous materials in their CFR.



Preparing to go underground at a construction site of the Delhi Rail; this jobsite is right by Parliament and had traffic and underground infrastructure that made for some challenges.



Some of the utilities and fiber optics they had to work around on the Delhi Rail underground project that we visited...



We were treated like royalty...



We planted trees...



Visited beautiful places...



Some old places...



Some high places...
(check out the name on the wingtip)



And I found an Irish Pub in Lazempat...



As well as visited a "World Peace Pagoda"...