



NSMS November 2006 DIGEST

Call for Nominations – NSMS Board of Directors

The National Safety Management Society (NSMS) is seeking nominations from its current membership to fill three (3) at-large positions on the Board of Directors to replace:

John H. Bridges III, CSHM
Edward G. Ratzenberger, CSP
Dr. Andrew Sorine, EdD CSHM

The newly elected Board members will be serving a two-year term. The NSMS is looking for individuals with the talent and experience to help shape the direction of NSMS's future and we are especially interested in candidates of diverse safety management, strategic planning, organizational development and training backgrounds. All current dues-paying members classified as: "Members," "Retired Members," "Life Members," or "Fellows" (who are classified as "Members," "Retired Members," or "Life Members" are eligible to nominate a fellow member or self-nominate. No slate shall have more than one individual from the same firm, agency, or organization,

Please submit your letter of nomination or self-nomination with, along with the candidate's CV/resume, no later than November 20, 2006 and email it to nsmsinc@yahoo.com or physically mail it to:

National Safety Management Society
c/o NSMS Nominating Committee
P.O. Box 4460
Walnut Creek, CA 93496-0460

NSMS 2007 Membership Renewal Notices Are Coming

NSMS is grateful for your membership throughout the years and looks forward to continuing your association together. Membership renewal letters are being sent out this month and there is no dues increase over the 2006 rate. Please renew by January 31, 2007. Your dues will support a number of critical initiatives, both new and ongoing. NSMS will strive to further: engage in outreach activities, maintain the website, offer

online and live technical and management training workshops (with significant course fee reductions for current members), maintain certification programs for safety technicians and supervisors, prepare for annual conferences, offer CSHM exam preparation workshops, support the establishment of new state chapters and student chapters at higher educational institutions, and any other initiatives based on member needs and recommendations. These are ambitious goals and it will take a group of dedicated members stepping up and volunteering to help NSMS achieve them. Please consider offering your expertise and time to these important initiatives. Thanks you.

Welcoming Our New 2006 NSMS Members

On behalf NSMS President Roosevelt, the NSMS Executive Committee and the NSMS Board of Directors, we like to thank all members who have renewed their 2006 membership to the National Safety Management Society. We would also like to acknowledge and welcome the following new members to our Society:

- Jim B. Lynch, Manager of Health, Safety & Environment, Compressco, Inc. (Oklahoma City, OK)
- David L. Perry, Executive Vice President of Health, Safety & Environment, CUDD Energy Services – (Houston, TX)

We appreciate your interest in furthering your skills, knowledge and abilities in the management of safety and risks, as well as your interest to networking and professional development. Welcome again to NSMS!

Calling All NSMS Members: Volunteers Are Needed for Our National Conference Planning Committee

NSMS is still seeking volunteers to form a working committee for planning our **Summer 2007 National Conference**. We need the efforts and support of all members to keep the information exchange and networking possible. Without a working group, our goal of a conference may not be met this calendar year. If you are interested in participating, please email us at nsmsinc@yahoo.com. Please spread the word and get involved! Thank you.

The NSMS “Blog” is Here

Steve Geigle has created and launched the “NSMS Blog” on the NSMS website. It will allow members and others to post comments, remarks and initiate discussions about a variety of safety management topics and issues. You can participate in the Blog by going to the NSMS website (<http://nsms.us>) and look for the link on the home page along the left-hand column of navigation areas.

FREE ACCESS: Online Certified Safety and Health Manager (CSHM) Educational and Exam Preparation Reference Materials

As a benefit for our current and future dues-paying members, NSMS is **permanently** offering free access to the Certified Safety and Health Manager (CSHM) preparation and educational materials. The online resources, created by NSMS member Steve Geigle, can be found at www.cshmprep.com and the only action an NSMS member needs to take is to email Steve requesting access from that website. You will need to include your current NSMS member number (found on your membership card and certificate). Once the number is verified, you will be granted a username and password to access the online reference materials. This is a great opportunity to brush up on your safety management and technical knowledge and prepare for a successful passing of the CSHM certification examination.

New OSHA Safety Topics Page Focuses On Making the Business Case for Safety, Health

OSHA recently posted on its Web site information that will help safety managers and others demonstrate the value -- or "the bottom line" -- of safety and health to management.

Employers that invest in workplace safety and health can expect to reduce fatalities, injuries and illnesses, OSHA states. This will result in cost savings in a variety of areas, such as lower workers' compensation costs and medical expenses, avoiding OSHA penalties, and reduced costs to train replacement employees and conduct accident investigations. In addition, employers often find that changes made to improve workplace safety and health can result in significant improvements to their organization's productivity and financial performance.

The Safety and Health Topics Page, a product of several OSHA alliances, offers case studies and eTools that can help in demonstrating the business case for safety and health. OSHA offers resources that help answer the following questions:

- What are the costs of workplace injuries and illnesses?
- How can I show the economic benefits of workplace safety and health?
- What information is available by industry or safety and health topic?
- How can designing for safety improve workplace safety and health and improve my bottom line?
- What additional information is available on making the business case for safety and health?
- How do I get started improving workplace safety and health?

To access the Safety and Health Topics Page, go to

<http://www.osha.gov/dcsp/products/topics/businesscase/index.html>.

OSHA Publishes Safety and Health Bulletins for Guardrail Systems, All-Terrain Vehicles

OSHA has published two new Safety and Health Information Bulletins: one that raises awareness about the hazards associated with improper use of netting or mesh as guardrails for scaffolding in construction, the other describes the risks of injury or death from operating an all-terrain vehicle.

The bulletin "Guardrail System for Tunnel Form Stripping Platform" alerts general contractors, employers, self-employed people and employees of the risk of falling from elevations when using "netted" guardrail systems that are frequently used in conjunction with tunnel form stripping platforms. The bulletin describes a "netted" guardrail system inspected at a construction site that appeared to be securely fastened to the platform and adjoining side guardrails. However, upon closer examination it became apparent that the design of the "netted" guardrail could easily have allowed an employee to fall between the netting and the platform to the next lower level. The bulletin identifies work practices for employers and employees to address hazards and prevent accidents. To access the bulletin, go to <http://www.osha.gov/dts/shib/shib080806.html>.

According to the bulletin "Hazards Associated with All-Terrain Vehicles (ATVs) in the Workplace," ATVs are used in a wide variety of America's workplaces, including law enforcement, agriculture, construction, oil production and facilities management. OSHA accident investigation data dating back to 1990 include 24 occupational fatalities and 26 occupational injuries that involved operating an ATV. OSHA's data indicate that seven serious injuries and fatalities resulted from unbalanced loads and loads in excess of the ATV's specified limits. The other causes of occupational accidents noted during OSHA investigations included: operating at excessive speeds for the terrain/operation; operating ATVs on paved roads; not wearing a protective helmet; insufficient or no training; and carrying passengers. The bulletin, which offers guidelines to help reduce the risk of injury to employee operators of ATVs, can be accessed at <http://www.osha.gov/dts/shib/shib080306.html>.

EPA Seeks To Update 'Gold Book' On Reducing Mechanics' Exposure to Asbestos

EPA announced on Aug. 23 it is updating its guidance to protect the health of auto mechanics with the release of a draft brochure that contains information for both automotive professionals and home mechanics.

The brochure, titled "Current Best Practices for Preventing Asbestos Exposure Among Brake and Clutch Repair Workers," includes work practices that may be used to avoid asbestos exposure. It also summarizes existing OSHA regulatory requirements for professional automotive mechanics. When finalized, the brochure will supersede the existing "Guidance for Preventing Asbestos Disease Among Auto Mechanics," known as the "Gold Book."

Asbestos is the common name given to a number of naturally occurring mineral fibers that have been used in manufactured goods due to their high tensile strength, resistance to heat, and chemical stability. Because of these properties, asbestos fibers have been used in a number of products, including automobile clutch and brake parts.

Exposure to asbestos is potentially harmful to human health if microscopic asbestos fibers, released into the air when asbestos is disturbed or in poor condition, are inhaled into the lungs, EPA officials said. Asbestos exposure has been associated with a number of serious health problems and diseases, including asbestosis, lung cancer, and mesothelioma.

Agency officials said they welcome all suggestions for improving the draft brochure and will, where appropriate, incorporate changes to the final brochure. EPA will announce the availability of the final brochure through a future *Federal Register* notice. The draft brochure can be accessed at <http://www.epa.gov/asbestos/pubs/goldbook.html>.

Lockout/Tagout Subject of New Construction Safety Standard

A newly revised American National Standard Institute (ANSI) A10.44-2006 standard, *Control of Energy Sources (Lockout/Tagout) for Construction and Demolition Operations*, recognizes the need for protection of personnel and property from injury due to unexpected start-up or release of stored energy from equipment, system/process or induced energy during repair, maintenance, operation, installation and other activities involving machines or equipment.

ANSI 10.44-2006 standard is one of a series of standards that focus on construction and demolition operations. It was approved by ANSI on Aug. 29. The latest version of the standard establishes the minimum requirements needed to control and prevent the release

of energy sources that could cause injury or illness to workers performing construction and demolition work. The A10 standards serve as a guide to contractors, labor and equipment manufacturers in the construction and demolition industry.

'BlackBerry Thumb' Latest In String Of Techno-Related Workplace Maladies; American Physical Therapy Association Offers Tips

For millions of Americans, hand-held electronic devices such as BlackBerries, Treos and Sidekicks are a source of convenience and efficiency. But, if used improperly, they also can be a source of chronic pain and injury, says the American Physical Therapy Association (APTA).

"'BlackBerry Thumb,' the latest in a string of techno-related, workplace maladies, is a catch-all phrase for repetitive stress injury, causing pain and/or numbness in the thumbs and joints of the hand," said Margot Miller, PT, a physical therapist with WorkWell Systems in Duluth, Minn., and president of APTA's Occupational Health Special Interest Group. Miller noted that the condition is caused by spending too much time checking and composing E-mails, instant messaging, and accessing the Internet for both work and personal use through a handheld wireless personal digital assistant (PDA).

Miller points out that users who abuse their PDAs -- that is, those who use them for more than short intervals, several times a day -- are more likely to develop symptoms ranging from swelling and hand throbbing to tendonitis. Additionally, because so many PDA users are middle-aged businesspeople, overuse can aggravate underlying arthritis, she said.

"Because the keyboard of a PDA is so small and because the thumb, which is the least dexterous part of the hand, is overtaxed (for faster typing), the risk of injury just skyrockets."

In regards to the best solution to prevent BlackBerry Thumb, Miller said: "Listen to your body, be aware of your symptoms and take personal responsibility."

Typical treatments include applying ice to the affected area, stretching, using a properly fitted thumb split, and possibly even a cortisone injection. In worse-case scenarios, some may need surgery to remove scar tissue that has thickened the tendons inside tunnels that sheath them. "But my first suggestion is that individuals who have these symptoms see a physical therapist," Miller concluded.

Tips on How To Avoid "BlackBerry Thumb" From the APTA:

- Take frequent breaks from your PDA. It's harmful to type for more than a few minutes at a time.
- Write fewer and shorter messages; learn to abbreviate your responses.

- Try to avoid thumb-typing; use your other fingers to type.
- If possible, place a support in your lap so wrists are in a more upright position and not flexed or bent.
- Do simple exercises, such as the following:
 - Tap each finger with the thumb of the same hand. Repeat 5 times.
 - Alternate tapping the palm of your hand and the back of your hand against your thigh as quickly as you can. Repeat 20 times.
 - Open up your hands and spread fingers as far apart as possible. Hold for 10 seconds and repeat eight times.
 - Fold your hands together; turn your palms away from your body as you extend your arms forward. You should only feel a gentle stretch. Hold for 10 seconds and repeat eight times.
 - Fold your hands together; turn your palms away from your body and extend your arms overhead. You should feel the stretch in your upper torso and shoulders to hand. Hold for 10 seconds and repeat eight times.

Survey Finds U.S. Workers Confused by Ergonomics' Definition, but Certain about Impact on Physical Well-Being

A survey of nearly 700 office workers in the United States, the study revealed that more than half (64 percent) of Americans believe they know the definition of the word ergonomics, however, only 20 percent actually do know the correct definition. Additionally, only 36 percent of younger respondents (18-24) believe they know what the term means versus 74 percent of those between 45 and 54.

Regardless of age and confidence in defining the term, the vast majority could not accurately define ergonomics, according to Steelcase Inc., which conducted the survey. Nineteen percent of respondents believe the phrase "human engineering" is the most accurate definition, while 17 percent believe "health and safety" is the most precise. Additional choices included "maximized productivity" (11 percent), "best in comfort" (10 percent) and "reduced fatigue" (8 percent). Only 20 percent of respondents accurately identified that all of these aspects contribute to the definition of ergonomics, Steelcase stated.

While there is confusion among workers as to the exact meaning of ergonomics, it is clear that they are aware of its importance:

- 77 percent of people think that ergonomics in the workplace is important.
- 81 percent think that it has an effect on productivity, while only seven percent think ergonomics has no effect on productivity.
- About half of all participants (51 percent) feel ergonomics affects productivity to a significant degree, while 29 percent think it affects productivity to a slight degree.

- Age differences also impact how important ergonomics is viewed; those 35 to 44 years old are the most likely to think that incorporating ergonomics in the workplace is important (81 percent).
- Younger respondents (18-24) are the most likely to think ergonomics has no effect on productivity (31 percent).

While most workers seem to understand the need for ergonomics in the workplace, it is unclear if employers feel the same, according to Steelcase. Of workers participating in the study, more than 40 percent feel that their office does not provide sufficient ergonomic options in the workplace.

"Years of research have shown us that providing ergonomically sound furniture is a fundamental first step in providing employees a better physical experience at work, which can subsequently benefit the company in terms of efficiency and productivity," said David Trippany, corporate ergonomist for Steelcase. "This survey reveals that there is discrepancy between the importance workers place on ergonomic solutions and their understanding of the topic. This indicates a clear opportunity for organization and worker education about ergonomics and how ergonomic solutions can benefit people at work and, in turn organizations, by reducing worker injuries and illnesses and potentially increasing individual efficiency levels."

Respondents identified that their computer or keyboard area and their desk chair are in need of the most ergonomic improvement (34 percent). Alternative areas that need improvement are general seating (24 percent), tables in secondary areas (20 percent) and cubicle design (16 percent).

Survey: Workplace Flu Preparedness Progressing Slowly In U.S.

Seventy percent of respondents to a survey said they believed avian flu was likely to hit North America, but only 25 percent responded "yes" when asked, "Has your company engaged in building a plan in the event of an actual outbreak of the avian flu?" Forty percent expressed concern about an avian flu outbreak in their workplace, according to a survey from Kimberly-Clark Professional.

Respondents were given a list of possible actions employers could take to minimize workplace risk associated with avian flu outbreak and were asked to give their opinion as either in "favor" or "opposed." Posting respiratory etiquette and hand-washing posters or stickers garnered the most positive responses, with 93 percent of respondents saying they favored posting these in common areas. This was followed by:

- Maintaining lists of health-related Web sites, telephone numbers and other resources for senior leadership or building management personnel (89 percent).
- Training workers in the proper use of protective equipment (87 percent).

- Establishing an emergency plan or kit to identify and treat avian flu symptoms (86 percent).
- Establishing a workplace continuity plan (85 percent).
- Storing protective masks, gloves, hand sanitizer and other materials in bulk (79 percent).
- Installing a verbal reminder system to encourage hand washing (75 percent).
- Encouraging people to work from home when possible (49 percent).

The national, online survey was conducted in May and polled employees in health care, science, manufacturing, office buildings, lodging and other industries. Kimberly-Clark Professional issued the voluntary, nonrandom survey using its own industry e-newsletter and received 379 responses.

For more information on pandemic flu preparedness, go to <http://www.pandemicflu.gov>.

Survey: Nearly 60 Percent of Workers Experience Road Rage During Office Commute

Are shouting, horn-honking and creative hand gestures a regular part of your commute? You're not alone. Fifty-nine percent of workers surveyed by CareerBuilder.com admit to experiencing road rage while traveling to and from work. One-in-10 workers report they usually or always experience road rage during their commute. The survey, completed in June 2006, included more than 2,200 workers nationwide.

Nearly 85 percent of workers say their primary means of traveling to and from work is driving. It's no surprise that incidents of road rage climbed with the length of the commute. However, 30 percent of workers with commutes of less than five minutes still say they experience road rage on occasion. The same goes for 42 percent of workers with commutes of less than 10 minutes.

Women were slightly more apt to feel road rage than men. Sixty percent of women reported road rage compared to 57 percent of men.

"A frustrating commute can set a negative tone for the day, sometimes impacting productivity and employee or client relations," said Rosemary Haefner, vice president of Human Resources at CareerBuilder.com. "One-in-five workers say they would take a job with a pay cut in exchange for a shorter distance between their home and their workplace. While a new job may be the answer for some, the key to a manageable commute is planning ahead and finding a way to relax."

Haefner offers the following tips for a calm and enjoyable commute:

1. Lose the lead foot -- lost tempers and traffic weaving are often signs of running late. Leave a few minutes early to give yourself extra time in case you come across heavy traffic, bad weather, train crossings and other morning disasters.
2. It's nothing personal -- remember, the other drivers aren't out to get you. People who hit the brakes without apparent reason, drive well below the speed limit, daydream, sit still while other cars are moving, etc., are usually just bad drivers.
3. Early to bed -- yawning drivers tend to get more agitated behind the wheel. Try to work in a good night's sleep and healthy breakfast, so you can go to work feeling refreshed and ready to take on rush hour.
4. Easy listening -- seventy-two percent of workers say they listen to music to pass the time in transit. Soothing music or books on tape can help you to relax during bumper to bumper delays.
5. Breathe -- the next time you want to emphatically inform a fellow commuter of how he/she drives, take a few deep breaths instead. It can help you keep centered and control stress levels.

Study Finds Workplace Drug Testing May Help Reduce Employee Drug Use

University of California, Irvine (UC-Irvine) researchers, who examined alternative explanations to test the link between drug testing and lower rates of employee substance abuse, found that their results don't definitively prove that drug testing directly reduces drug use, but they are the strongest evidence to date. In a separate study, as part of Recovery Month (September), the Substance Abuse and Mental Health Services Administration released its National Survey on Drug Use and Health.

Employers screen their workers and job applicants with the expectation that testing will deter worker drug use. It's a cause-and-effect relationship that many worksites rely on, and a belief that fuels a multibillion-dollar drug-testing industry.

Other workplace drug policies -- like a written "zero tolerance" standard or employee assistance programs -- don't explain away the association between testing and less worker drug use, according to the researchers.

Christopher Carpenter, a health economist at UC-Irvine's Paul Merage School of Business, also considered the health profile of employees at worksites with lower drug-use rates to determine if healthier workers self-select workplaces that are more likely to screen their employees.

Because other policies and workforce characteristics likely dampen drug use to some degree, and because previous research did not account for those effects, Carpenter said, past studies may have overstated the testing-drug use link.

Failing to account for other workplace characteristics and drug policies may bloat the testing-drug use association by as much as 25 percent, Carpenter said.

That's valuable information for budget-conscious personnel managers who are on the fence as they weigh the costs and benefits of establishing a drug-testing program, the researchers said.

"If you tell an employer that workplace drug testing will reduce worker drug use by 25 percent less than they expected, this may affect an employer's decision to implement drug testing in the first place," Carpenter said.

Mirroring previous study designs, the Irvine research compiles data on marijuana screening at private, for-profit firms across the country. Marijuana is the drug that turns up most often in failed worker drug tests.

John Hoffmann, a sociology researcher at Brigham Young University, said despite new evidence that drug testing works, its true value and best uses are still not clear.

"It tells us nothing about the degree of drug use or impairment of the employee, whether workers are problematic drug users or maybe weekend pot smokers," Hoffmann said. "We are simply saying to workers, 'If you use drugs, you cannot work here,' rather than trying to find those people who might need help."

Hoffmann was not involved in the UC-Irvine research, but has led national studies on workplace drug testing. Questions also linger about the economic value of drug testing, said Hoffmann, a professor in Brigham Young's College of Family, Home and Social Sciences.

"If there aren't good cost-effectiveness studies out there, there need to be -- before employers embrace this completely," Hoffmann said.

Christopher Carpenter: <http://www.gsm.uci.edu>

National Survey on Drug Use and Health

The National Survey on Drug Use and Health, released on Sept. 7, contains findings on illicit drug use among various age groups. Among the findings:

- Among adults aged 50 to 59, the rate of current illicit drug use increased from 2.7 percent to 4.4 percent between 2002 and 2005, reflecting the aging into this age group -- the baby boom cohort.
- For young adults, ages 18 to 25, the picture is mixed. While there were no significant changes in overall past month use of any illicit drugs in this age group between 2002 and 2005, cocaine use increased from 2.0 in 2002 to 2.6 percent in 2005.

The survey is available on the Web at <http://oas.samhsa.gov>.

Study: Network Of Health Care Providers, Without Third Party Review, Can Reduce Workers' Comp Costs

Management of injured workers by a specialized network of health care providers -- without third-party utilization review -- can reduce missed work days and lower health care costs, according to a study in the September *Journal of Occupational and Environmental Medicine*.

The researchers looked at how management by a specialized network affected the care and outcomes of Louisiana workers' compensation claims. In the statewide network, called Omnet Gold, each phase of treatment was coordinated by an occupational medicine physician or other specialist with experience in treating workers' compensation patients and expert knowledge of the physical demands of work. These managing care physicians could call in other network specialists, such as surgeons, chiropractors and physical therapists, to provide needed services.

The network health care providers were free to make diagnostic and treatment decisions without oversight, or "utilization review," by the state workers' compensation insurance company. The outcomes of 176 cases managed in the Omnet Gold network were compared with 1,464 cases managed in the traditional way, including utilization review. The claims were reviewed a median of two years after injury, by which time over 90 percent of cases were closed.

Claims managed by Omnet Gold were associated with significantly less missed work time than cases managed in the traditional way. Average number of missed work days was 53 for workers managed in the network, compared to 99 days for traditionally managed claims.

The costs of care also were lower for claims managed in the network: about \$12,500, compared with \$20,400 for traditional claims. Average costs for medical care were \$3,995 with Omnet Gold versus \$9,850 for traditional care. Other costs, such as management fees and legal expenses, also were lower with Omnet Gold.

Several studies have suggested that specialized health care networks can lower costs and disability in workers' compensation cases. Omnet Gold was created to see if such a network could produce similar savings on a statewide basis. A previous evaluation suggested that Omnet Gold did reduce disability and costs. However, at the time, most of the cases were not yet closed -- that is, the problem was not yet resolved or the injured worker was still receiving treatment.

This follow-up study supports the initial results by showing reductions in costs and missed work time for cases managed by a specialized network of health care providers.

Early management by a specialist in treating injured workers -- most of whom were occupational medicine physicians -- resulted in significant reductions in lost time and costs in workers' compensation.

"Utilization review seems to have little impact on the behavior of experienced healthcare providers pre-selected for their ability to appropriately treat and manage workers' compensation cases," stated Dr. Edward J. Bernacki of Johns Hopkins University School of Medicine, Baltimore, and colleagues. With their experience and expertise in treating injured workers, occupational medicine physicians appear to be able to reduce patient disability, using fewer medical resources, without insurance company oversight, the researchers said.

Survey Finds Many Teens Have Been Injured On The Job

A survey of 6,810 teens found that more than half of them work, and 514 of them had been injured on the job. The authors of the survey indicated that 150 of the teens were injured severely enough that activities at home, work, or school were affected for more than three days, and 97 filed for workers' compensation.

"The findings from this study clearly indicate that work-related injuries among youth are a significant health problem," report Kristina M. Zierold, Ph.D., assistant professor of family and community medicine at Wake Forest University School of Medicine, and Henry A. Anderson, M.D., chief medical officer of the Wisconsin Division of Public Health.

The study, funded by NIOSH, was conducted in Wisconsin while Zierold was an epidemic intelligence service officer with the Centers for Disease Control and Prevention.

"Developing programs and strategies to reduce injury must be made a priority," Zierold said.

However, training on the job -- where safety could be stressed -- often is given by another employee, the researchers said.

"This type of training usually consists of explaining how to do the work and how to work the equipment, without emphasis on safety issues," Zierold said. "In other instances, no training is given at all."

She said there were no standards governing the safety training. "Because so many high school students are working during the school year, we advocate introducing a safety training course within the school health curriculum," she said. Such training could be geared to the youth's developmental level and age.

Zierold said, "Training would emphasize how to identify work-related hazards, how to protect themselves from hazards, and how to address their supervisors with their safety concerns. With the safety training, teens could feel empowered at the workplace by knowing their rights and how to protect themselves."

The researchers note that nationally each year, "approximately 70 children die from injuries inflicted at work; hundreds are hospitalized and tens of thousands require treatment in hospital emergency rooms. The National Pediatric Trauma Registry and the National Center for Health Statistics report that occupational injuries are the fourth-leading cause of death among youth ages 10-19."

The new survey showed that the jobs most likely to lead to injury were in lumber mills (51 percent were injured on the job), lumber yards (40 percent), manufacturing (37 percent), gas stations (36 percent), farms other than family farms (36 percent), and construction (30 percent.). Some of the jobs and the required tasks that teens do in these jobs are illegal, Zierold said.

The survey found that the 10 most common jobs for teens were in restaurants and fast food (1,135 of the 6,810), babysitting and lawn care (957), the family business or family farm (644), grocery stores (316), department stores (261), construction, (152), newspapers (135), hospitals, clinics and nursing homes (124), other farms (109), and gift or hobby shops (107). Another 274 said they were self-employed.

The survey found that the number of hours worked each week varied from just five hours to more than 40 hours a week (about 3 percent of the sample). The survey showed that 159 teens -- about 4 percent -- reported working after 11 p.m. on school nights. And 579 teens in the sample -- 16 percent -- reported working more than 23 hours a week, the equivalent of an adult half-time job.

"Based on our analysis, we surmise that working later hours may involve circumstances that place teens at greater risk for severe occupational injury," Zierold said. Late at night, when managers have gone home, "teens may be asked to perform more prohibited or hazardous tasks than when supervisors are present."

Zierold said, "Prohibiting teens from working long and late hours, improving safety training, and increasing communications between teens and their coworkers and supervisors may help reduce the occurrence of injury." Kristina M. Zierold:
http://www1.wfubmc.edu/fam_med/Faculty/Zierold+Kristina.htm

Study: Sleep Problems Can Make Commercial Truck Drivers Hazards On The Road

A study by researchers at the University of Pennsylvania School of Medicine found that truck drivers who routinely get too little sleep or suffer from sleep apnea show signs of fatigue and impaired performance that can make them a hazard on the road.

This study is among the largest and most comprehensive studies of truck drivers and fatigue ever done, the researchers said. Penn researchers examined 406 truck drivers and found that those who routinely slept less than five hours a night were likely to fare poorly on tests designed to measure sleepiness, attention and reaction time, and steering ability. Drivers with severe sleep apnea, a medical condition that causes a poor quality of sleep, also were sleepy and had performance impairment.

Allan Pack, MB, ChB, PhD, who headed the study, said the tired truck drivers had impaired performance similar to that of drivers who are legally drunk. "We identified some very impaired people," said Pack, a sleep expert who directs Penn's Center for Sleep and Respiratory Neurobiology.

Nearly five percent of the truckers had severe sleep apnea (a condition in which someone stops breathing often during sleep), and about 13 percent of the drivers got fewer than five hours of sleep a night on a regular basis. "There are daytime neurobehavioral performance impairments that are found commonly in commercial drivers, and these are more likely among those who get an average of five or less hours of sleep a night and those who suffer from severe obstructive sleep apnea," the researchers concluded.

To measure the impact of fatigue on driver performance and safety, Penn researchers sent questionnaires to 4,826 truck drivers who had commercial licenses and lived within 50 miles of the Penn sleep centers. After getting complete responses from 1,329 drivers, they focused on 247 drivers at high risk for sleep apnea and 159 drivers at low risk.

The truck drivers, almost all men and on average 45 years old, were given wrist motion detection devices to measure how much they slept during a week. They then were put through a battery of tests at the sleep center. The drivers were monitored in the sleep lab while they slept to see if they had sleep apnea. About 28 percent of the drivers were found to have some degree of sleep apnea, with nearly five percent of them having a severe case.

Three tests were then given to measure daytime sleepiness and performance. The drivers were put in a dark room and observed to see how long it took them to doze off. Drivers who logged less than five hours of sleep dozed-off more quickly than those who got seven to eight hours of sleep. Drivers with severe sleep apnea also dozed-off more rapidly. A lab test to analyze attention and reaction time and another to gauge "lane tracking ability" also turned up performance impairment among the sleep-deprived.

When the results were compiled, investigators discovered:

- Just over five percent of drivers showed impairment on all three performance-related tests.

- Nearly 60 percent did not fare well by at least one measure.
- About half of the drivers who got less than five hours of sleep had two or three impairments. That's compared to 10 percent of driver who got more than eight hours of sleep regularly.
- About 60 percent of the drivers with severe sleep apnea had two or three impairments.

Penn researchers are now suggesting specific steps for the Federal Motor Carrier Safety Administration to take to improve safety for everyone on the road:

- Develop strategies to identify impaired drivers through objective testing.
- Implement programs to identify and test drivers with severe sleep apnea and monitor that they stick to their treatment.
- Introduce programs to assess and promote longer durations of sleep among commercial drivers.

The results of this study are published in the Aug. 15 issue of the *American Journal of Respiratory and Critical Care Medicine* ("Impaired Performance in Commercial Drivers: Role of Sleep Apnea and Short Sleep Duration"). The journal can be accessed online at <http://ajrccm.atsjournals.org/cgi/content/abstract/174/4/446>.

NHTSA Releases List of Model Year 2007 Vehicles To Undergo Crash, Rollover Testing

On Sept. 25, the National Highway Traffic Safety Administration (NHTSA) announced the 2007 model year vehicles that will undergo crash and rollover testing as part of the agency's annual consumer safety ratings program.

A total of 38 passenger cars, 40 sport utility vehicles, three vans and five pickups will be tested in NHTSA's crash test program. This testing will provide consumers with access to frontal crash ratings for almost 84 percent of all 2007 models offered for sale in the United States. Side crash ratings will be available for nearly 70 percent of the 2007 fleet.

The agency also will test 15 passenger cars, 24 sport utility vehicles, two vans and four pickups for rollover resistance. Together with vehicles already rated, rollover ratings will become available as each testing is complete for approximately 85 percent of the 2007 model year passenger vehicle fleet.

In addition to these new vehicles being rated by the agency, NHTSA also has posted the crash test results and rollover ratings on the safercar.gov Web site for various carry-over vehicles -- those cars and trucks that have not undergone significant design changes in 2007 from the previous model year.

Safety Training Strategies – "Confined Whoosh"

When teaching confined space awareness this demonstration may help raise the awareness of the dangers involved. Start off with a 5 gallon jug, the type that water comes in for a water cooler. Use a gas detection meter to show that the air inside is able to support life.

Squirt a little lighter fluid in the bottom of the jug explaining that there is a worker in there who is welding. Dropping a wooden match into the fluid will get it to begin to burn, and then place your hand over the top of the jug. At this time the jug will collapse as the fire burns the oxygen out of the jug. When you take your hand off the jug, it will re-inflate with a whoosh of air. Now I test the air and it will set the alarm off for carbon monoxide and this will show that the jug's environment will not again be able to support life for hours. The training message here shows just how fast the atmosphere in a confined space can change and how long it will take before it can be re-entered. This demonstration makes the point about the necessity of testing at all times and being aware of what is going on in a confined space.

Do Not Put in Pants !

What's scary about these warning labels is that you know they arose from someone doing what the warning is saying not to do, such as . . .

On an iron:

"Never iron clothes on the body."

On a TV remote control:

"Not dishwasher safe."

On a chainsaw:

"Do not attempt to stop chain with hands or genitals."

On a wristwatch:

"This is not underwear. Do not put in pants."

Safety Tidbits (from "Safety Stuff" by Richard Hawk Inc.

<http://www.richardhawkinc.com>)

- The smell of peppermint improves your concentration.
- A reminder: the leading cause of daytime fatigue is lack of water.
- Experts have observed that people who stutter rarely do so when alone or talking to a pet.

- The drug most commonly responsible for overdose cases seen in emergency rooms: alcohol.
- Now you know: A white flag means surrender; a yellow flag means infectious disease.
- Worldwide, about 44,000 thunderstorms and 9,000,000 lightning flashes occur daily.
- One survey of 250 musicians notes that about half had some musculoskeletal symptoms like tendonitis or carpal tunnel syndrome.
- Teenagers catch colds twice as often as people over the age of fifty.
- Drowsy drivers are blamed for about 100,000 crashes, 1,500 deaths, and 71,000 injuries every year in the U.S.