

John O'Toole, RSSP, PP, FIAE
President/Programs
General Safety Services, LLC
323-258-2771
otoole47@roadrunner.com

John McHugh - RSSP
President Elect/Raffle Co-Chair
Versatile Systems
310-968-3297
john@versatilefallprotection.com

Bernie Konig
Vice President/Raffle Co-Chair
Centinela Valley Union High School District
310-918-8939
konigb@centinela.k12.ca.us

Dan Leiner, RSSP, PP
Secretary/Treasurers
Cal/OSHA Consultation
881-901-5754
dleiner@dir.ca.gov

Peter Gin, RSSP, PP, FIAE
Newsletter
Southern California Gas
909-322-1676
petergin@earthlink.net

Joann Blayney, RSSP
Membership Chairperson
Safety Dynamics Group
562-425-4886
jblayney@safetydynamicsgroup.com

Mark Pisani
Past President/Awards/Nominating
Cal/OSHA Compliance
626-256-7913
mpisani@dir.ca.gov



February 1, 2013 Lunch Meeting
12 Noon
Lakewood Country Club
3101 Carson Street
Lakewood, California 90712

Mandatory Confirmation w/John O'Toole
By 1/29/13 @ (323) 258 – 2771

Linda Hunter, RSSP, PP
Chapter Webmaster
Zee Medical
714-847-8852
lhsafenet@aol.com

Crist Wagner, RSSP, PP
Scholarship Chairperson
General Safety Services
714-539-3497
omecrist@sbcglobal.net

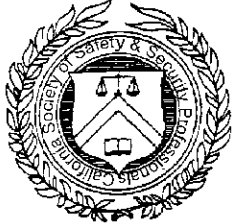
Scott Mackay - RSSP
OSHA Institute Director
OSHA Training Institute
858-964-1068
smackay@ucsd.edu

Charles Hunt
University Liaison
CSUDH
310-243-2336
chunt@csudh.edu

Jared Williamson, RSSP, PP
Sergeant at Arms
714-726-6170
jaredwilliamson9@msn.com

Michael Nicholas, RSSP, PP
Placement Chairperson
California Loss Control
909-985-7770
mnicholas@californialosscontrol.net

Vincent J. Takas, RSSP, PP, FIAE
Oversite Committee Chairperson
The Walt Disney Company
818-560-1685
vincent.j.takas@disney.com



CSSSP – Los Angeles Chapter
2272 Colorado Blvd. Ste. 1368
Los Angeles, CA 90041
(323) 258 – 2771
www.csssp.org



C S S S P

California Society of Safety & Security Professionals Los Angeles County Chapter

Volume 81

February 2013

February Speaker

Ms. Lisa Day, is the Director of Energy Initiatives at Fox Limited Entertainment. She is responsible for developing and implementing environmental programs and tracking and reducing carbon emissions at Fox Studios in Los Angeles, Fox Studios Australia, and Fox's offices worldwide and on every feature film and television show the studio produces. Ms. Day will be addressing the renewable energy program that has been initiated at Fox Studios with the application of solar panels on the roofs of some major buildings. Ms. Day will address the advantages and savings in the production and consumption of electrical energy and what the savings are for the Studio and what an important role the Safety Professional plays in the entire renewable energy process.

December Speaker

Mr. Mark Pisani, Cal/OSHA Senior Safety Engineer, DOSH, Region IV spoke on the significant changes affecting Cal/OSHA's General Industry Personal Protective Equipment regulation.

Lunch Menu

Taco Bar: ½ Ground Beef – 1/2/ Chicken
Soft Shell Tortillas, Sour Cream, Guacamole,
Shredded Cheese, Lettuce, Onions,
Salsa, Spanish Rice and Refried Beans, Cake for
Dessert, Unlimited Iced Tea, Coffee, Decaf, Hot Tea,
and Ice Water.

Members

Please make sure you notify us of any changes in employment with new email addresses and phone numbers. Contact John O'Toole at (323) 258 – 2771 with updated information.

President's Message

With the second half of my tenure as your President, I wish to project to you, our preparations for the balance of this fiscal year. We shall continue the mini seminars that will precede our Chapter meetings with February's seminar covering Fall Protection. In April and June we shall provide a two part seminar on the subject of CPR/AED with Ms. Linda Hunter as our lead Instructor. Upon completion of both 2 hour seminars, a certificate of completion and a wallet sized card will be awarded. We encourage your support of these seminars due in large part to the importance of the subject materials that are being offered to you the membership.

At our January 4th Chapter Board meeting, the new business covered had to do with our Membership Chair, Ms. Joann Blayney stating that the annual dues notices will be sent out in February. Ms. Blayney is also encouraging the membership that have associates and or friends who would be potential members to contact her for membership applications. The Nominating Committee Chair, Mr. Mark Pisani is asking any Professional Members who wish to serve as Vice President this coming term to contact him at mpisani@dir.ca.gov to be placed on April's Chapter ballot. Our Chapter Web Master, Ms. Linda Hunter wants to encourage the membership to use the Chapter's web page which is csssp.org to keep abreast of the Chapter picture gallery of each meeting by activating the blue face book icon.

Again, with our programs in place for the balance of my term, we should look forward to a new administration which will convene in August. I encourage you to look forward to mini seminar subjects and speakers that you wish to have in the new term.

I am very optimistic that 2013 will bring us all the successes we strive for and with the infusion of new memberships; we shall grow at a steady and productive rate.

John A. O'Toole, President

How to Handle Gasoline Safely

Most gasoline injuries are preventable if gas is properly used and safely stored. Here are some helpful gasoline safety tips from the American Burn Association that you can use to train your employees to handle gas with care:

- Don't smoke or use matches, lighters, or other ignition sources anywhere around gas. And remember that gas vapors can travel far from gas containers in enclosed areas.
- Use gasoline only in well-ventilated areas.
- Turn off equipment and let cool before filling the gas tank.
- Never use gasoline to start charcoal on a grill—use proper charcoal starter.
- Never use gas as a cleaning fluid or solvent—or to clean your hands.
- Don't store gas cans in your vehicle.
- Store gas in approved containers, in a cool, well-ventilated area (for example, in a shed or garage but never in the house), and only keep a minimum amount on hand.
- Never use glass or plastic bottles for gasoline storage.

If Someone Gets Burned

Burns, whether from gasoline or some other source, can be painful and sometimes need medical attention. The American Burn Association recommends seeking medical attention for:

- Burns to the face, hands, feet, genital area, or major joints (knees, elbows, shoulders)
- Chemical and electrical burns
- Burns that cover a large area

Minor burns can usually be treated with first aid on the job or at home by flushing the area with cool water for a few minutes and covering it with sterile dressing from a first-aid kit. *Don't apply ointment, salves, creams, or ice to burns, and never break blisters.*

Even Breathing Gas Fumes Can Be Harmful

Gasoline can also be a health hazard if you inhale concentrated fumes for too long or get it on your skin. Symptoms of overexposure to gas vapors include:

- Respiratory problems such as coughing and trouble breathing

- Rash from skin contact with gasoline
- Irritation or burning in the eyes from gas splashes
- Dizziness
- Weakness, numbness in arms and legs, or burning sensation
- Rapid heart beat
- Nausea or vomiting

If an employee experiences any symptoms from inhaling gas vapors, he or she should get to fresh air immediately. If symptoms persist, the employee should seek medical treatment right away. If an employee becomes unconscious from breathing gas vapors, co-workers should call 911 immediately.

Safety Metrics: Count of Them

It's often been said that business runs on numbers. *Profit. Loss. Return on investment.* It's the language senior management speaks and understands. And it's the reason many safety managers who talk exclusively in terms of human behavior often don't get the hearing they should. Wouldn't it be great if safety also had its own metrics?

OSHA's way the least effective

First, OSHA's way of measuring safety may be the *least* effective way to do it. For years, the agency has relied on the 300 Log program, which basically counts accidents after they occur. This is considered a *trailing* measure of safety, in that it tells only what has already happened, with no guarantee that future experience will repeat the past.

OSHA admits that this approach is problematic in another way. "While it's nice to know what the bottom line performance is—i.e.—accident rates—overemphasis on rates ... typically only drives accident reporting under the table," explains an agency document. "What's more, it's too easy to manipulate accident rates."

What form of metrics, then, *are* effective? The consensus leans toward *leading* indicators, measures that count either the ingredients of safety or those that create hazards, before any actual accidents occur. If a pattern that spells danger can be spotted, preventive measures can be taken so that those mishaps are avoided. As a corollary, patterns that create safer results can be strengthened and repeated.

One such measure is numbers of *exposures* ... how many times employees are placed in a risky situation.

Simply put, the more often workers are in proximity to danger, the greater chance of harm. If your number is high, your aim then is to find out whether the job could have been done in another way. When an exposure is identified, we must then ask what encouraged or discouraged an employee to tolerate or accept the level of exposure.

Another leading indicator is the level of *safety-related activities* being carried out. Examples of such activities are:

- *Number of hazards (not accidents), reported or corrected*
- *Number of inspections and equipment safety checks*
- *Number of job safety analyses conducted*
- *Data from employee opinion surveys asking about safety, and how the results change over time*
- *Closure rates on safety issues, i.e. hazards removed or fixes put in place*

Quality, too, must be measured

In looking at closure rates, it's vital to examine *quality* along with quantity. If an inspection revealed that equipment was in need of repair, the fact that maintenance signed off on the fix doesn't really tell you if it was a 'patch' or a significant repair based on root causes.

Cell on wheels!

Goal: Safe driving is the first priority. Never allow a phone conversation to distract you from concentrating on driving.

Although experts differ as to whether accidents are caused by phone use or just distraction in general, governmental entities have acted by proposing or enacting partial (for minors, school bus drivers, etc.) or total bans on cell phone use behind the wheel.

At the company level, your organization can be sued if a driver of a company vehicle, or even a private vehicle on company business, has an accident due to cell phone use, and that's whether or not you supplied the cell phone.

Use restrictions: Use a headset while driving, or pull over to use a hand-held cell phone. Plan any calls before you drive, and enter the numbers into speed-dial. Avoid placing calls while moving. If possible,

ask a passenger to make the call or at least dial.

Conversations: Tell the person called you are driving and on a headset. Suspend the call in hazardous circumstances. Keep conversations short. Let your voicemail pick up calls when it's unsafe for you to answer.

Emergencies: The best use of a cell phone may be to obtain roadside assistance or to report emergencies. Use 911 and give exact location, nature of emergency, name, and number.

Electrical hazards: Turn off your cell phone while using jumper cables or pumping gas. Both situations present a potential hazard of fire or electrocution.

Safety, including policies on PPE use, drugs and alcohol, hazard communication, work rules, weather, fire and other emergencies, fitness for duty, and disciplinary procedures.

Health, including communicable diseases, required physicals, ergonomics, and workers' compensation.

Security, including policies on visitors, portable electronic devices, contraband, workplace and domestic violence, among others.

Hazards of Compressed Air

Basically, there are three hazards associated with compressed air: air pressure, flying particles, and noise.

- Air under a lot of pressure can penetrate the skin, causing hemorrhaging and pain. If compressed air gets into the body through cuts in the skin, an air bubble (embolism) could form in the bloodstream, and that could kill a worker if a bubble gets to the heart or lungs. Furthermore, compressed air entering the body through the mouth or nose can cause injury to internal tissues and organs. Compressed air that hits an eye can blow the eyeball from its socket, and compressed air blown into an ear can rupture the eardrum.
- Air pressure of 40 pounds can drive chips and other particles into the eyes and face with the force of shrapnel. Flying particles can also cause cuts and bruises to other parts of the body.
- Compressed air is noisy, too. Noise levels can sometimes reach or exceed 120 decibels.