



Moran Safety Brief

Best-in-Class Thoughts:

“Leadership: The art of getting someone else to do something you want done because he wants to do it”

- Dwight D. Eisenhower

“Nothing is really work unless you would rather be doing something else.”

- James M. Barrie

A Note from Leanne

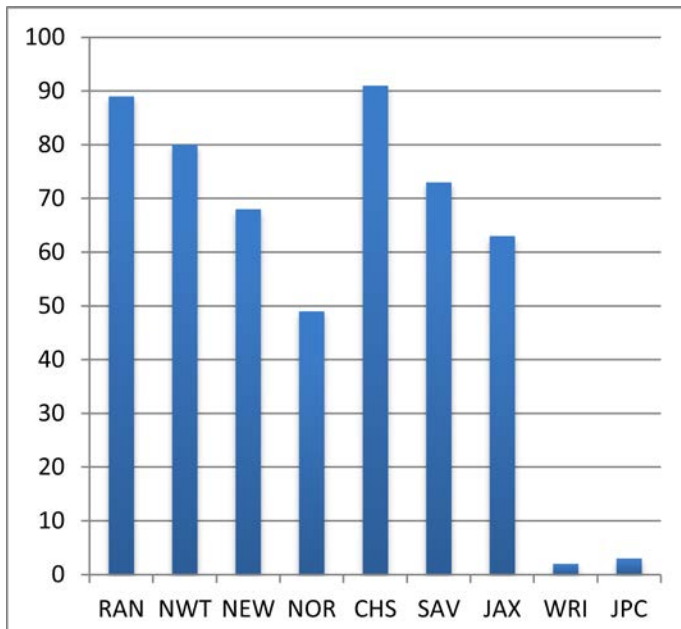
“...Rounding third and heading for home...” For those familiar with the popular baseball phrase, you know it means that the person on base is on the last leg of their journey home. At this point, there are two possible outcomes a) they can be thrown out; or b) they can make it home safely, score a run, hopefully helping their team win the game. Our 2012 Best-in-Class safety journey is in the same place, figuratively speaking. We are turning the corner from Q3 to Q4 and looking to make it to the end of 2012 without any additional injuries. Doing so won't ensure a victory in our journey towards Best-in-Class, but it certainly will help. As we move through the rest of the year, I encourage everyone to stay safe and stay focused; the efforts we put forth between today and the end of 2012 will help determine our success for both this year and beyond.



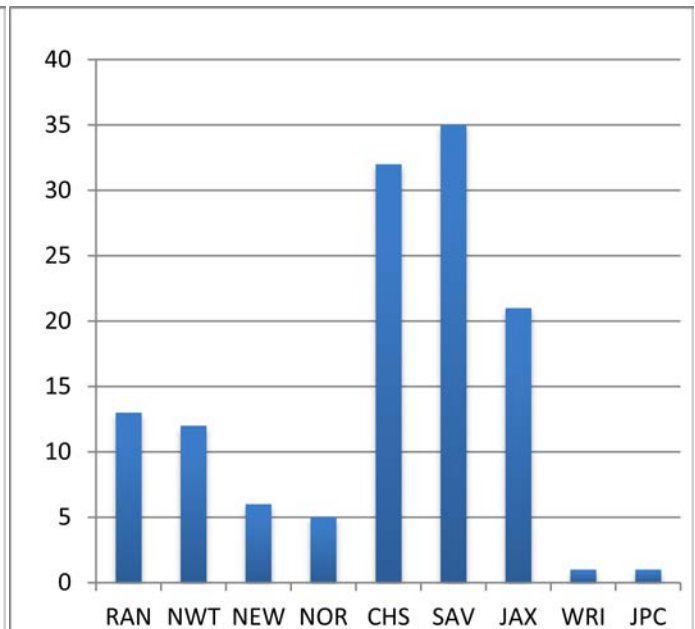
2012 – Safety Activity, YTD

In 2012, our goal is to focus on the quality of our Site Assessments and Good Catches and to ensure that the action of completing those documents adds value throughout the organization. Below is some basic data on our Site Assessments and Good Catches through 09/20/2012:

Site Assessments






Good Catches



DVIR - Could it Save a Life?

Motor vehicle-related incidents are consistently the leading cause of work-related fatalities in the United States. Thirty-five percent of occupational fatalities reported by the Bureau of Labor Statistics are associated with motor vehicles. Between 2003-2009, on average:

-  1308 workers died each year from crashes on public highways
-  316 workers died each year in crashes that occurred off the highway or on industrial premises.
-  347 pedestrian workers died each year as a result of being struck by a motor vehicle.



Motor vehicle crashes have economic costs in addition to human

Did you know?

In 2010, the National Highway Traffic Safety Administration (NHTSA) reported 30,196 fatal vehicular crashes, resulting in 32,885 fatalities. Below is some interesting trend data, based on this report.

Day of Week

Most: Saturday
Least: Tuesday

Time of Day

Most: 3:00PM-5:59PM
Least: 3:00AM-5:59AM
(Sat & Sun only- Most: 12:00AM-2:59AM)

Gender

Male: 22,902
Female: 9,979
Unknown: 4

Age Range

Most: 25-34
Least: 5-9

Person Type

Vehicle Driver: 16,824
Passenger: 6,414
Unknown: 65
Motorcyclist: 4,502
Non-Motorist: 5,080

<http://www.fars.nhtsa.dot.gov>

costs. In 1998-2000, motor vehicle crash injuries occurring on and off the job were estimated to cost employers nearly US \$60 billion annually. On average, a fatality occurring on the job costs a business over \$500,000 USD in direct and liability costs, and each nonfatal injury costs nearly \$74,000 USD.

<http://www.cdc.gov/niosh/topics/motorvehicle/>

What can you do to help prevent accidents? Ensure your vehicle is in a safe operating condition by performing an inspection before hitting the road. Safety is the most important reason to inspect your vehicle (safety for yourself as well as other road users); however, the benefits of inspections don't stop there. Vehicle inspections along with regular maintenance are also essential to improve the life of our equipment, avoid DOT violations, minimize repair costs, and ensure efficient operation throughout our work days.

Every driver of a company-owned vehicle should inspect the vehicle that he or she is driving on a daily basis, both before the unit leaves the yard and after the unit returns at the end of the day. It is vital that each vehicle is thoroughly inspected before it goes on the road. The Daily Vehicle Inspection Report (DVIR) clearly lists what areas and items are to be inspected on both trucks and trailers. If an inspection is completed and a defect is found, it needs to be brought to the attention of your local mechanic or manager **before** the truck leaves the yard. A determination will be made whether immediate repairs are necessary or whether a unit needs to be taken out of service. If a unit is taken out of service it cannot be used until all necessary repairs are completed.

What is CSA?

Drivers carry safety to the road. Your performance affects MER's record. The Federal Motor Carrier Safety Administration (FMCSA) has implemented a new approach to safety compliance and enforcement. CSA— Compliance, Safety, Accountability – is a better way to measure on-road performance. CSA's Safety Measurement System (SMS) focuses on seven categories of behavior related to crash risk. It's a more accurate indicator of safety—all safety-based roadside inspection violations will count, not just out-of-service violations. The seven Behavior Analysis and Safety Improvement Categories (BASICS) are: Unsafe Driving, Fatigued Driving (Hours-of-Service), Driver Fitness, Controlled Substances/Alcohol, Vehicle Maintenance, Cargo-Related, and Crash Indicator. Scores over 65 are considered deficient.

<http://ai.fmcsa.dot.gov/sms>

Case in Point

In January, a MER driver began to pull a truck connected to a trailer forward when he noticed there was something wrong. He exited the truck to examine and realized that the landing gear on the trailer was still in the lowered position. If a pre-trip inspection had been completed prior to moving the vehicle and trailer, the driver may have observed the landing gear's position, which would have saved approximately a thousand dollars in repair costs.



MER's CSA Numbers

Hours of Service	40%
Unsafe Driving	13%
Vehicle Maintenance	50%

Are unhealthy habits putting your job on the line?

A new study published in *Population Health Management* suggests that a single unhealthy behavior can increase the likelihood of a loss in productivity. It included employees within three (3) geographically dispersed companies and found that employees with an unhealthy diet were 66% more likely to experience less productivity than those who included fruits, vegetables and whole grains regularly in their diet. Employees who exercised only occasionally were 50% more likely to report less productivity than those who exercised regularly, and smokers were 28% more likely to suffer from a drop in productivity than non-smokers. Ray Merrill, a Professor in the Department of Health Science, Brigham Young University, noted that productivity losses costs employers 2 to 3 times more than annual healthcare costs.

What can help? A balanced diet rich in fruits, vegetables, and whole grains, may help to reduce your risk of heart disease, high blood pressure, and some cancers. Fruits and vegetables are particularly important additions to your diet because they are low in calories but high in vitamins, minerals, and other nutrients. Eating more fruits, vegetables, and whole grains (along with lean protein and low-fat dairy products) is fundamental to weight management, which is essential to overall health. Physical activity plays a vital role as well. You should work towards 30 to 60 minutes of physical activity 4 to 6 days per week. A balanced diet, physical activity, and other healthy habits are vital to optimal health but it's a daunting task for some to make healthy lifestyle changes. Many myths about living a healthy lifestyle (too expensive, time consuming, inconvenient) prevent people from attempting change. Here are some healthy ideas to get you started ...

- Organize family walks around your neighborhood after dinner or on the weekends.
- Take a trip to your local park or zoo.
- Initiate a game of soccer, softball, or whiffle ball with friends and family and pack lunch to go. Fill coolers with plenty of water, fruits, vegetables, whole-grain products, non-fat milk or yogurt, and lean protein sandwiches.
- Try some new healthy recipes: <http://www.fruitsandveggiesmorematters.org/main-recipes>

<http://www.fruitsandveggiesmorematters.org/about-the-buzz-fruit-and-vegetable-headlines>



Did You Know?

- 68.8% of adults are overweight or obese; 35.7% are obese.

- 31.8% of children and adolescents are overweight or obese; 16.9% are obese.

- In addition to aiding your digestive system, the fiber found in fruits and veggies help keep you full and satisfied.

<http://frac.org/initiatives/hunger-and-obesity/obesity-in-the-us/>



National Preparedness Month

Would you be ready if there were an emergency? One goal of Homeland Security is to educate the public about how to prepare for emergencies, including natural disasters, mass casualties, biological and chemical threats, radiation emergencies, and terrorist attacks.

Get an Emergency Kit - If disaster strikes your community, you might not have access to food, water, or electricity for some time. By taking time now to prepare emergency water supplies, food supplies and a disaster supplies kit, you can provide for your entire family. Resources: [Disaster Supplies Kit](#) or [Homeland Security Emergency Supply checklist](#).

Make an Emergency Plan - Make plans with your family and friends in case you're not together during an emergency. Discuss how you'll contact each other, where you'll meet, and what you'll do in different situations. Consider your child's school or daycare center. Resources: [Family Disaster Plan](#) or [Homeland Security Family Emergency Plan](#).

Be Informed - Being prepared means staying informed. Check all types of media – Web sites, newspapers, radio, TV, mobile and land phones – for global, national and local information. During an emergency, your local Emergency Management or Emergency Services office will give you information on such things as open shelters and evacuation orders. Find community resources: [Ready America](#).

Get Involved - Look into taking first aid and emergency response training, participating in community exercises, and volunteering to support local first responders. Resources: [Citizens Corps](#) or [American Red Cross](#).

Links may be found at: <http://www.cdc.gov/Features/BeReady/>

Go Green!

Future issues of this newsletter can be emailed! If you prefer an email version, simply email safety@moranenvironmental.com and provide your email address to "opt out" of the paper

What Knot To Do

Figure 8 Knot

Pass the tail over itself to form a loop. Continue under and around the standing end. Complete the knot by passing the tail down through the loop.

Uses: The Figure 8 provides a quick and convenient stopper knot to prevent a line sliding out of sight, e.g., up inside the mast. Its virtue is that, even after it has been jammed tightly against a block, it doesn't bind; it can be undone easily. This virtue is also, occasionally, a vice. The figure 8 can fall undone and then has to be retied.

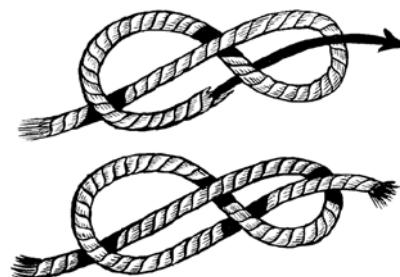
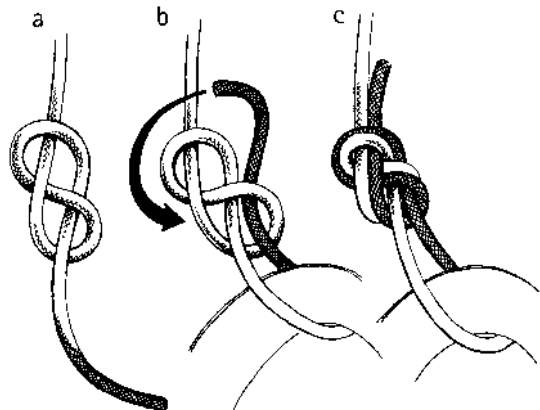


Figure 8 Follow Through

Start by tying a loose Figure 8 knot. Pass the tail around the attachment point. Follow the original Figure 8 around the entire knot in reverse. Exit beside the standing end to complete a two stranded Figure 8 knot.



Uses: The Figure 8 Follow Through allows the simple and reliable Figure 8 loop to be tied to a ring, a carabiner, or your own harness. It is reasonably easy to remember, tie, and check. When completed it forms a Figure 8 Loop. For security when climbing, the tail end must be longer and, for load bearing, it should be secured around the standing end using a stopper knot. To ensure that the knot is tied correctly, it is sensible to tie it in the "Flat" form shown. However, for taking a load, this knot should be carefully dressed so that the two outermost turns are brought in snug against the ropes they enclose. As a result these turns then finish on the other side of the turns they accompany. Dressed this way the knot withstands a load better.

Employee Development

Street Smart HazMat Response – DECIDE Method

During HazMat emergencies, elevated stress levels can make it easy to overlook necessary steps that may compromise the safety of the situation. A device to help avoid making mistakes in emergency situations is the DECIDE method:

- D** Detect the problem/hazardous material present and current event stage
 - Identify the hazardous material present through container shape, marking, placards & labels or additional information sources
- E** Estimate the likely harm with and without intervention
 - Define the extent of the problem and the potential outcomes depending upon the efforts made
- C** Choose response objectives (strategy)
 - Safety is the number one priority when determining response objectives. Determine the overall strategy to complete the clean-up.
- I** Identify action options to accomplish objectives
 - Consider all of the options – personnel, tools, communication, booms and diking material, direct reading instruments, PPE
- D** Do the best available option
 - Pick the option that provides the best and safest solutions to the problem
- E** Evaluate the operations
 - If the current strategy is not working, stop and re-evaluate the situation and revise the process



**Moran
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Safety Brief**

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