World Safety Organization **NEVSLETTER** July 2021

Symposium 2021



September 27-29, Tuscany Suites & Casino Las Vegas We hope to see you THERE!

The goals of the annual WSO Symposium always include broadening collaboration among the various sectors of the safety field, building professional skills and knowledge, strengthening professionalism within the membership, broadening networking opportunities, and raising awareness of the value and impact of "Making Safety a Way of Life...Worldwide."

You'll connect with leaders, experts, elected officials, and changemakers of today and tomorrow, who are all committed to promoting the continuous advancement of safety and accident prevention technology and striving for a universal level of professionalism and competence among its members and all professionals and practitioners in the multi-discipline of occupational and environmental safety, health and accident prevention.

WSO Symposiums are known for a unique, friendly atmosphere, providing an opportunity for corporate managers and executives, SH&E professionals, advocates of safety and accident prevention, leaders of safety organizations, and WSO members from around the world to network and connect, exchange information, learn about new programs, and gain professional knowledge at a variety of breakout sessions. The WSO Symposium is always the gathering of friends and colleagues, a place to improve performance, and meet new people in the safety field.

Please visit worldsafety.org for all information and registration.

from the desk of **DR. CHARLES H. BAKER**

Chief Operations Officer



Welcome to the world safety July Newsletter. As always we hope you find it useful with interesting and useful information. In my July column I wanted to highlight a couple of things. The most important right now is the September Symposium to be held in Las Vegas, Nevada.

Early registration is lower than we would like and we are watching this carefully. Obviously, we need to have a good enough number of attendees to make the symposium worth while. Hopefully, you will decide to attend and make your reservation.

At the same time we know there are concerns about the Covid Virus and its affect on travel and safety. We know everyone will evaluate the situation and make the best decision. We will also be watching the the total global situation and if it looks to be an unsafe situation the symposium will need to be canceled or changed.

The other thing we are watching is the number of papers to be presented. Again for the same reasons, papers submitted for presentation have been low. In order to have a successful symposium, we need more papers.

So to summarize, to have a successful 2021 symposium we need more attendance and papers to present. If you have concerns or need assistance or questions answered, please let us know.

And, please be very careful as we are living in strange and dangerous times!!!!!!!

WE NEED YOU

Do you blog?

Do you write articles for your company's newsletter?

Do you have relevant information to share?

Did your company or agency sponsor a special safetyfocused event?

Does your company or agency have an upcoming safety-focused event you wish to promote?

If so, we would love to feature your content in a future WSO NewsLetter or TechLetter!

Just email your article/ blog, author(s) byline, brief bio, and photo to us: editorialstaff@worldsafety.org

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СНВ

MIND YOUR STEP

June 2021

A stair slip, trip and fall (STF) at work or home can often lead to serious injury or even death. In the UK every working day there is a fall on stairs every 90 seconds and there have been over 500 deaths and an estimated 250,000 non-fatal accidents from stair-related incidents (BS 5395-1: 2010). Slips are more common but many STF accidents happen while descending stairs and steps.

As some stairs are made of solid surfaces and may also have sharp step edges, an STF may result in a bumpy, hard landing with potential injuries to several parts of the body. These injuries may be very severe or possibly even lead to a fatality. For this edition, we wanted to raise awareness in order to help reduce the likelihood and prevent accidents in this area.

A word from our London Chapter President, **George Mathew**, MA – "*The intention of this article is to provide a general safety overview of stairs slips, trips & falls*"



Key Steps and Stair Terminology

Tread - The treads of stairs are the horizontal parts which people step on.

Nosing - The leading edge of stair tread

Rise - The height between two consecutive treads

Riser - Vertical part of stairs

Going - The depth from front to back of a tread

Stairway STF falls are usually caused by a combination of different factors and may be influenced by:

- Size and consistency of step dimensions
- Stair nosings damaged or incorrect
- Lighting
- Handrails
- Stair Maintenance

The behaviour and characteristics of the stair user (gender, age, physical ability etc.) must also be taken into account.

UK Building Regulations

As staircases have the potential to be safety hazards if not designed properly, here in the UK it is the Building Regulations that specify structural requirements for stairs and steps. The Building Regulations are minimum standards for design, construction and alterations to virtually every building and impose mandatory requirements and there are specific safety general requirements for stairs and steps in the workplace. Here are a few that may resonate with other countries:

- Steepness of stairs rise and going
- Construction of stairs
- Headroom for stairs
- Width of flights of stairs
- Length of flights of stairs
- Landings for stairs
- Special Stairs
- Handrails for stairs
- Guarding of Stairs
- Access for Maintenance

Risk Assessment

Organisations should undertake their own site specific Stairs Risk Assessment via a competent person. There are a number of examples (suggested, not exhaustive) list of control measures below and these should be considered to prevent hazards in the use of steps and stairs:

- Review your country-specific Building Regulations or Codes
- Stairwells should be kept clean and tidy with clear access and egress routes
- Floor surfaces maintained in a sound condition and consider slip testing your stair steps and floors
- Correct irregular steps if practical
- Step nosings to have a clear difference between the stair well light reflectance to achieve a suitable contrast so that people can clearly see the nosings / stair edges

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World Safety Organisation London (UK) Chapter

- The step surface, especially the step edge should have adequate slip resistance
- Any spillages are suitably cleaned & dried and do not just rely on wet floor signs
- On a rainy day ensure stairs are kept clean and dry
- Suitable lighting ensures that steps can be seen clearly and that there are no shadows which could result in a trip hazard
- Have suitable handrails at an appropriate height that contrasts with the surroundings
- Ensure handrails are user friendly and made of material that is warm to the touch
- A handrail may be the last hope of stopping a fall that has started and can also discourage rushing e.g. handrails should allow users to easily power grip
- Remind workers that they should be well aware that they do not need to be rushing or running up/down stairs
- They should also be reminded that no mobile devices are to be used on stairs, no documents to be read and no carrying of items on stairs especially any open liquids
- Consider using signs for reminding stair users to use lifts and also add signs such as "please use the handrail"
- For certain environments using appropriate footwear

Most of us negotiate stairs as a subconscious activity and therefore human error is often blamed for falls, but a combination of appropriate control measures is additionally critical to the prevention of stair slips, trips and falls.

Rasib Hussain, WSO-CSM, EurOSHM, FIIRSM, CMIOSH Director - AJP Safety Ltd, Vice President - WSO London Chapter References BS 5395-1:2010 Stairs. Code of practice for the design of stairs with straight flights and winders

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CLASS 9: DANGEROUS GOODS AN OVERVIEW

Domingo E Rodriguez S

Sometimes, when we travel by air, we have wanted to carry some articles or merchandise that we buy, and at the airline counter, they tell us that the product has to be consigned as dangerous merchandise. It can also have happened when the person in charge of receiving tells us to check and weigh the package with the articles that we are going to send, he tells us that this requires special packaging, as it is a goods classified as dangerous goods, by national regulations of each country, for transport, land, air or sea, as well as international regulatory agreements of the United Nations organization.

Dangerous Goods, abbreviated DG, (also known as **Hazardous Material** or **Hazmat**) are materials or items with physical, chemical, or biological properties which, and if are not controlled, present a lot of potential hazards to human health, environmental, for the people who handle them, for the vehicle that transports them, or infrastructure.

The transportation of dangerous goods, is controlled by a variety of different regulatory regimes, operating at both the national and international levels. Include the United Nations Recommendations on the Transport of Dangerous Goods, ICAO (international Civil Aviation Organization) Technical Instructions; IATA (International Air Transport Association) Dangerous Goods Regulations, and the IMO (International Maritime) Dangerous Goods Code; and the Regulations concerning the International Carriage of Dangerous Goods by Rail (of the Intergovernmental Organization for International Carriage by Rail). Also, by The European Agreement concerning the International Carriage of Dangerous Goods by Road is known as ADR. Countries that have signed the ADR agreement are required to comply with the regulations for transporting dangerous goods on the ground in Europe.

At the USA, the Hazardous Materials Regulations (HMR) is the minimum requirements for the safe transportation of dangerous goods in commerce. They describe how dangerous goods are classified, communicated, handled, and stowed. Also, Department of Transportation, had categorizes dangerous goods into nine hazard classes that describe different types of risks.

The Hazardous Materials Regulations (HMR) is the minimum requirements for the safe transportation of dangerous goods in commerce. They describe how dangerous goods are classified, communicated, handled, and stowed.

The HMR is published in Subchapter C of Title 49 of the Code of Federal Regulations (49 CFR, part 171-80).

Dangerous goods are separated into categories through a classification system is outlined by the **UU.NN. Have for every** dangerous substance or article is assigned to a class.

This classification is the same for hazardous materials,

There are 9 classes of dangerous goods, and the class is determined by the nature of the danger they present:

- Class 1: Explosives.
- Class 2: Gases.
- Class 3: Flammable Liquids.
- Class 4: Flammable Solids.
- Class 5: Oxidizing Agents & Organic Peroxides.
- Class 6: Toxins and Infectious Substances.
- Class 7: Radioactive Materials.
- Class 8: Corrosives.
- Class 9: Miscellaneous Dangerous Goods.

The Class 9 Dangerous Goods, are classed as Miscellaneous are a lot of substances and articles which during transport present a danger or hazard not covered by other classes, as Examples include lithium batteries, Battery-powered equipment, dry ice, motor engines, marine pollutants, asbestos, airbag modules; aviation regulated liquid, Battery-powered vehicle, temperature clocks, Zinc oxide, magnetized material, etc.

Example for a case of dangerous goods class 9, we have the following for lithium batteries:

Lithium batteries are divided into two categories, lithium metal batteries and lithium-ion batteries, both of which are classed as Dangerous Goods.

Collectively, these regulatory regimes mandate the means by which dangerous goods are to be handled, packaged, labeled, and transported.

(Cont. on pg. 7)

CLASS 9: DANGEROUS GOODS AN OVERVIEW

Domingo E Rodriguez S.

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Depending on the type or class of dangerous goods, it requires a type of packaging that allows it to be transported with a minimum acceptable level of safety, the UU.NN. Dangerous Goods Transportation Technical Committee of Experts, recommended that

the appropriate dangerous goods packaging be based on the most appropriate hazard classification of a product and its physical attributes.

The packaging has been classified into three groups, which are the following:

Packing group I: substances presenting high danger; Packing group II: substances presenting medium danger; and Packing group III: substances presenting low danger.

Each packaging group has its characteristics and requirements for the type of dangerous goods that need to be transported.

For Class 9 Dangerous Goods, we have as an example that the Packing Conditions for lithium-ion batteries must be protected against short circuits. In addition, lithium-ion batteries must be placed in inner packages that contain them completely, to then put them in an outer package. The complete package of cells or batteries must meet the packing conditions of Packing Group II.

Please be careful when you carry, store, or handle dangerous goods.

Remember that a lot of common items found in your household can be considered dangerous goods for the purpose of ground, air, and maritime transportation.

Take Care and Stay Safe..!



Scott's Safety share

Working With and Around Suspended Loads

Submitted by Scott Masters, WSO-CSM; Contract Employee, Construction Lead Safety Specialist, Alliant Corporation; Tennessee and South Carolina USA

Working with and around Suspended Loads Cranes are one of the most versatile, powerful and important pieces of construction equipment, accomplishing heavy lifting and moving tasks more efficiently. They are also one of the most dangerous pieces of equipment, creating fall and struck-by hazards as heavy, suspended loads move over large areas. Employees working with and around cranes need to understand these hazards, as accidents with suspended loads are serious and potentially fatal.

Follow these steps BEFORE moving a suspended load:

1. Always check first for overhead power lines and other obstructions.

2. Make sure that the load rating for slings, chains or straps is adequate for the lift's rating. NOTE: all sling, straps and chains MUST have a tag identifying its safe working load.

3. Know the possible pinching and crushing hazards around the machine and the load landing area. Mark each of these areas.

4. Barricade the swing radius on the equipment to keep unauthorized persons from entering areas of pinch points and caught in between.

5. Check for proper balance of the load and that all items are clear of the path of travel.

6. Follow a written engineered lift plan for all critical lifts. Deviations require a new plan on critical lifts.

Follow these steps DURING moving a suspended load:

1. Never work, or allow anyone to work, under a suspended load or within the swing radius of the crane.

2. Keep all personnel clear while a load is being raised, moved, or lowered. Crane or hoist operators must watch a load at all times when it is in motion.

3. A trained signalman is required and must use the standardized hand signals. The equipment operator and signal man must have clear, unobstructed views of each other.

4. Never allow more than one person to control a lift or give signals to a crane or hoist operator, except to warn of a hazardous situation.

5. Use an air horn to signal a lift is in motion to alert personnel of what's overhead.

6. Never raise a load higher than necessary, or leave a load suspended in the air.

EVERYONE, EVERYWHERE, EVERY DAY; SAFE HOME

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Being acknowledged as a Professional Member of a safety organization based upon one's education, years of knowledge, and experience in the Safety field is a goal for many to achieve. Not everyone has the college or university degree that is sometimes required to compete for an advanced level Occupational Safety Certification. Not everyone enjoys the Classroom environment of classroom training and potentially taking the computer-type exam, which does not always show one's true abilities in safety management and/or practice. There are many Safety Directors, Safety Coordinators, and Safety Specialists in the safety arena who have many years of experience but lack the mathematical expertise to pass a specific safety certification exam. However, by a submission of one's work/career credentials, résumé, professional references, safety seminar certificates, safety education, and

several testimonies from peers showing his/ her elite level, safety practitioners and professionals can become a WSO Professional Member upon verification and approval. This membership level gives one a great opportunity to continue to gain knowledge as a member of the WSO, network with and learn from other members, and attend our annual Symposium featuring world-class safety professionals from around the world presenting various types of safety modules. The minimum requirements can be found on Page 6 or in the WSO Membership and Certification Program booklet. To request a WSO Membership and Certification Program booklet or for more information to apply for or upgrade to the WSO Professional membership, please contact the WSO WMC by telephone or email, or submit the ONLINE REQUEST, and we will email the information to you.



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