

# ADOSH ADVOCATE

*Improving Workplace Safety and Health*



<http://www.ica.state.az.us>

Darin Perkins, Director

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## First Annual VPP Technical Workshop

ADOSH would like to thank Motorola, AlliedSignal and the City of Scottsdale for all their efforts in putting together the first annual State of Arizona OSHA VPP Technical workshop. The workshop was held October 21, 1999 at the Motorola-Roosevelt facility in Scottsdale. The intent of the workshop

was to bring together VPP—STAR sites and employers who were interested in becoming a VPP Star site. VPP—STAR stands for Voluntary Protection Program—Safety Through Accountability and Recognition. This program provides an opportunity for general industry employers with better-than-average injury rates to partner with ADOSH to make their workplaces the safest possible for their employees.

Catherine B. McKee, Corporate Vice President and Director of Strategic Business Services for Motorola-SSG welcomed all participants to the workshop and to Motorola. The workshop then began with a presentation from the Arizona Division of Occupational Safety and Health Director Darin Perkins. Darin's presentation outlined the Division's five year Strategic Plan and the one year Performance Plan. Assistant Director Patrick Ryan then gave a presentation about the history of VPP in the State of Arizona. Consultation Supervisor Henry Marquez, discussed some of OSHA's Hot Topics.

After a quick break for some coffee and networking opportunities, it was back to work with presentations from current VPP—STAR sites discussing hazard recognition, abatement, housekeeping,

the executive walk-through, scorecard process and the TDC Comprehensive Inspection Program as well as a presentation about ergonomic assessments & solutions by Marla Kersteen-Kalfayan of OH&SS. During the lunch break we were all entertained by many of the Motorola staff that participated in a

## OSHA Voluntary Protection Program



PPE fashion show. After lunch it was on to the afternoon presentation from the City of Scottsdale's Critical Incident Stress Management Team, Motorola's Site Security Manager and the City of Mesa's Fire Department. The last presentation, titled Performance Based Safety: The Quality Experience was presented by Dr. Bruce Williams of Performance Technologies.

The workshop was an overwhelming success and provided all with a better understanding of the benefits of being a VPP Star site. Once again the Arizona Division of Occupational Safety and Health would like to extend our greatest appreciation to all who participated at the workshop. If you would like more information about the VPP Program, contact Henry Marquez at (602) 542-1769, or by e-mail at [henry.marquez@osha.gov](mailto:henry.marquez@osha.gov).

-Patrick Ryan, Assistant Director

## Forklift Training

The new Powered Industrial Truck Training Standard became effective December 1, 1999, requiring more stringent training for operators.

If an employee was hired before December 1, 1999 then their initial training and evaluation as spelled out in the new standard must have been completed by December 1, 1999. If the employee is hired after December 1 they must receive their training and evaluation prior to operating a forklift.

The change to this rule had been in the works for quite some time. As far back as March 14, 1995 OSHA announced their proposal to upgrade the training requirements and their reasons for doing so. Bottom line is that more than 80 workers lose their lives each year and nearly 39,000 experience lost workday injuries because of improper operation of powered industrial trucks. Effective training has always had a positive impact on reducing injuries and fatalities. Previously, all OSHA said about operators was that they had to be trained and authorized. The training expectations were not spelled out.

The new standard, found at 1910.178 paragraph (l) has better, well defined training requirements. It applies to every work environment; general industry, construction, shipyards, marine terminals and longshoring operations. As a performance oriented standard it calls upon the employer to structure a training program for the needs of his work environment which will satisfy the goal that employees have the knowledge necessary to handle these vehicles safely.

In the Appendices OSHA offers "helping hands" for developing an entire program. For instance in Appendix A-2 general information regarding the stability of the truck is discussed. Then in the following sections A-2.1 through A-7.2 details on the basic principles of operating the truck, such as "the stability triangle", "longitudinal stability", and "lateral stability" are summarized.

The new requirements in paragraph (l) (3) spell out the program's content. Two major subjects must now be addressed with the operators in their training program. The **first** is the characteristics of the industrial truck or forklift,

for example what the characteristics of an extensible boom forklift are and how this affects its safe operation. The **second** subject area covers the hazards of the workplace where the truck is operated. Things such as surface conditions, pedestrian traffic, narrow aisles, ramps and the like all affect safe operation too.

The standard requires that a combination of formal classroom and practical demonstrations or exercises be performed by the operator who will be evaluated as to their skill for safely operating the industrial truck. In anticipation of these changes ADOSH has for the past year and a half been offering a Train-the-Trainer program. The intent is to assist employers in Arizona in developing their own in-house training program. The person chosen to do an in-house program for training and evaluation of the operators need only "have the knowledge, training and experience to train the powered industrial truck operators and evaluate their competence." In other words they don't have to be certified, just capable of evaluating operator competence through insight born of their experience.

ADOSH's Consultation, Education and Training section is offering these Train-the-Trainer programs as a free service to employers every other month between Tucson and Phoenix. Contact Joe Gates (602-542-1641) or Linda Christopherson (520-320-4229) to sign up for a class.

- Linda Christopherson

## Fatal Errors

On November 11, 1996 at about 2:00 PM, two workmen were locating a 24' x 52', two piece mobile home on a prepared lot. One half of the mobile home was successfully located, and leveled. The second half was moved into place on the transport axles, and preparations were made to raise the home half, remove the axles, then lower the home onto permanent piers. A complete set of the manufacturer's instructions and directions were located inside the kitchen cupboards of the mobile home. Several warning labels were located on key parts of the mobile home, stating that there was extreme danger associated with raising and lowering the home onto its permanent piers.

In addition to the manufacturer's

instructions, there were a full set of manufactured home installation requirements, published by the municipal regulatory body governing the area where the home was being installed. These rules required wood or concrete pads under the piers, and specified placement on precise center lines under the trailer. These rules coincided with the manufacturer's instructions.

The victim was under the home, installing a pier in a location other than the required placement location. The pier was on the dirt rather than on a base of any kind, and was being used to support most of the homes weight, all by itself. The employees found that the trailer needed to move about 1" to achieve proper alignment with the previously set half. While the victim was under the trailer frame, he decided to also place a "slider" jack, to move the unit the required 1". This jack was also placed on dirt rather than on a solid plate. Cribbing lumber for supporting the trailer in the event of a jack or pier collapse was available in the job truck, but not used during placement.

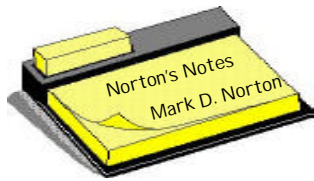
As this employee raised the "slider" jack, there was a creaking noise and the employee attempted to get out from under the trailer but was not able to. His upper body was trapped under the frame, as the trailer fell to the ground when the jack and single pier could not support the weight. He was pronounced dead at the hospital from massive blunt force trauma to the upper body and head.

Investigators found the directions in the kitchen, unopened. The governmental rules were not known to the crew. Sometimes, reading the directions "after all else fails," is too late to save a life. Read them first, and follow them. The life you save is important to everyone.

- Ernie Miller

### Consultation Update

ADOSH has added two additional consultants to the Tucson office, Mark Norton and Clement Copeland. Mark had been a compliance inspector in Tucson for many years. Clem had been a safety consultant in Phoenix for a number of years and has recently been working in the Tucson compliance section. With this addition, the Tucson compliance staff now consists of two safety consultants, one industrial hygiene consultant and one trainer. Let's keep them busy!



**Q. Our company has been advised that when an ADOSH compliance officer arrives on site for an inspection we are to send our crews on a break or to lunch. This eliminates the potential for a citation, because the inspector cannot see them at work. Is that correct?**

A. The answer to this question is NO! First, even when employees leave it is not difficult to determine who created the hazard and who exposed their workers. Additionally, ADOSH inspectors have been instructed that if this practice occurs and the crew departs for an extended break or for the day, they are to return to the job site immediately following the break or first thing the following morning.

More importantly however, the purpose of an inspection is to determine if the employees are exposed to any unsafe or unhealthy conditions within the workplace. When crews depart for the day, it does nothing for the employer but leave them with hazards on the job. This practice sends a message to employees as well. The message being, do what you will, just don't get caught. However, this is not a game of catch. There are real lives at stake.

Granted, no employer wants citations or penalties. There is however, a way to avoid them when the inspector arrives. That is through the use of an effective safety and health program. This entails education and implementation as well as disciplinary action for those employees who violate the standards. All of these items need to be in place prior to the inspector's arrival.

### Retraction

In the last issue, ADOSH announced that Federal OSHA would soon be publishing the final rule for the OSHA 300, which would update the OSHA 200 injury and illness log, to be effective January 1, 2000. OSHA has decided to delay the effective date for one year, until January 1, 2001. The final rule is to be published in early 2000, which should provide the needed time for employers to become familiar with the regulation and changes to the log.

## How Can We Help You?

"How can we help you?" More and more this is the battle cry for the new ADOSH. In the past, employers indicated their hesitancy to request assistance from ADOSH, believing this would in some way make it more likely to receive a compliance inspection. As a result of these fears many employers would not utilize the free consultation service provided by ADOSH. This resulted in hazards in the workplace being overlooked or put on the back burner because the employer did not know how to correct them. Some of these employers would then receive a compliance inspection resulting from accidents, fatalities, claims, or complaints. This inspection usually resulted in citations and, at times, substantial penalties.

Through the efforts of the compliance section advertising the free consultation and training department, and the safety and health consultants working diligently to provide a professional and timely service, the word appears to be getting out. Employers are becoming more aware of the benefits available and are comfortable making use of the services.

The ADOSH consultation department provides services that are available to all types of industries and has literature and other information that can help you and your employees reduce the number of injuries on the job as well as costs associated with injuries. They can also tell you the LWDI (lost workday injury) rate for your company and how you compare nationally. How can this help? Companies with lower LWDI rates than the national average have fewer injuries and subsequently, lower premium rates. This also means fewer lost work days, higher production, and for most employers fewer OSHA violations.

Federal and State laws require employers to provide a safe workplace, free from recognized hazards. By requesting a consultation visit you are showing your intent to provide a safe workplace for your employees. The consultant can review your injury trends, inspect any portion of your facility and provide generic programs such as Lock out/Tag out, Hazard Communication, and Respirator Protection. The only requirement you have is to correct the violations and hazards noted by the consultant.

Some of the services provide by the consultation section include:

- Training on a multitude of subjects.
- On site inspections including a review of your safety and health program.
- Safety and health training videos.
- Pamphlets, literature and specifications concerning on the job safety.

If you still feel reluctant to request assistance at least call and discuss it with a consultant. You don't have to give your name and they may have some answers that can help. For more information call (602) 542-1769 in Phoenix or (520) 628-5478 in Tucson.  
- Ken Gaut



Federal OSHA has published their proposed ergonomics standard. The standard may be viewed and downloaded at [www.osha.gov](http://www.osha.gov). If you wish to submit comments on the standard, you may mail them to Federal OSHA or submit them electronically at <http://ecomments.osha.gov/docket/ecom/genpage.asp?form=109>. Comments must be submitted on or before February 1, 2000.



## ADOSH Education and Training Calendar

Registration for each course begins no earlier than 30 days prior to the date of the course. Location address and time of course will be determined at time of registration.

Date	Course	Location	Trainer	Phone #
January 4, 2000	Forklift Train-the-Trainer	Tucson	Linda Christopherson	(520) 320-4229
January 11, 2000	Excavation Safety Awareness	Tucson	Linda Christopherson	(520) 320-4229
January 20, 2000	Fall Protection	Flagstaff	Joe Gates	(602) 542-1641
January 26, 2000	OSHA & Medical Establishments	Phoenix	Fernando Mendieta	(602) 542-1640
February 8, 2000	Confined Space Entry	Phoenix	Mendieta & Christopherson	(602) 542-1640
February 15, 2000	OSHA & Medical Establishments	Tucson	Fernando Mendieta	(602) 542-1640
February 16, 2000	The Respirator Standard	Tucson	Fernando Mendieta	(602) 542-1640
February 17, 2000	Forklift Train-the-Trainer	Phoenix	Joe Gates	(602) 542-1641
March 7, 2000	Forklift Train-the-Trainer	Tucson	Linda Christopherson	(520) 320-4229
March 14, 2000	Confined Space Entry	Tucson	Linda Christopherson	(520) 320-4229
March 23, 2000	Excavation Safety Awareness	Phoenix	Joe Gates	(602) 542-1641
March 28, 2000	Confined Space Entry	Sierra Vista	Linda Christopherson	(520)320-4229

Trainers may also be contacted by e-mail at: [linda.christopherso@osha.gov](mailto:linda.christopherso@osha.gov) [joe.gates@osha.gov](mailto:joe.gates@osha.gov) and [fernando.mendieta@osha.gov](mailto:fernando.mendieta@osha.gov)

**Dates are subject to change**

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