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Insurance Loss Control Association

ILCA E-News

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Motor Carriers, FMCSA Counting Down to CSA 2010

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

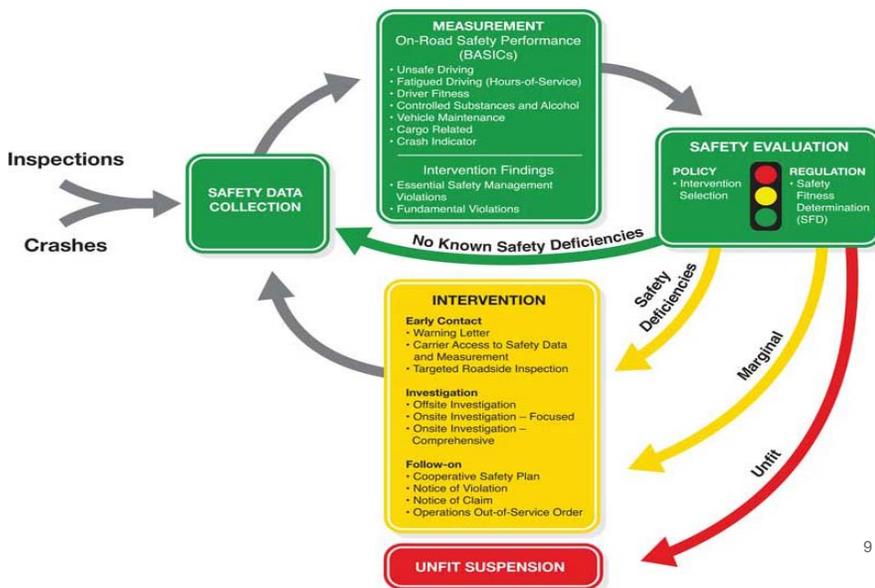
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CSA 2010

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★ A New Operational Model (Op-Model)



Enforcement of safety regulations affecting U.S. motor carriers is about to take a new course. The Federal Motor Carrier Safety Administration has been working for months to prepare the industry for CSA 2010, which is being tested in six states and will launch nationally in July 2010. It replaces the current SafeStat system with a more comprehensive Safety Measurement System.

FMCSA says the change was motivated by a slowdown in the rate by which commercial vehicle crashes resulting in injuries or deaths are declining. This caused FMCSA to take a fresh look at how it evaluates the safety of motor carriers and drivers, with CSA 2010 being the result.

Current compliance reviews are resource-intensive and reach a small percentage of motor carriers. In addition, SafeStat does not focus on the behaviors known to cause crashes, according to the agency. CSA 2010 builds on FMCSA's current

processes but will use a new safety measurement system and a new suite of tools, including enhanced compliance review and focused enforcement.

Field tests began in February 2008; it has been tested in Colorado, Georgia, Missouri, New Jersey, Montana, and Minnesota. The University of Michigan Transportation Research Institute (UMTRI) will evaluate the program's effectiveness and efficiency.

How will this change affect drivers?

- Unsafe carrier and driver behaviors that lead to crashes will be identified and addressed
- All safety-based roadside inspection violations will count, not just Out-of-Service (OOS) violations
- Drivers will be more accountable for safe on-road performance — good news for drivers with strong safety performance records

Under CSA 2010, FMCSA will:

- Reach more CMV carriers earlier and more frequently
- Improve efficiency of carrier investigations by focusing on specific unsafe behaviors, identifying causes, and requiring corrective actions
- Hold carriers and drivers accountable for their safety performance, demanding and enforcing safe on-road performance

Frequently Asked Questions



Q. Why does FMCSA's new CSA 2010 program emphasize driver safety enforcement?

A. Studies have shown that unsafe driver behavior, both on the part of CMV drivers and other drivers, is a major contributor to CMV-related crashes. Some studies indicate that a small segment of the CMV driver population is involved in a disproportionately large number of crashes. As a result, during the CSA 2010 Operational Model Test, FMCSA is expanding its approach to identifying and addressing unsafe drivers during interventions with motor carriers.

Q. Can you describe the CSA 2010 driver safety enforcement process?

A. The driver safety enforcement process provides FMCSA with the tools to identify CMV drivers with safety performance problems and to verify and address the issues. The new tools enable Safety Investigators (SIs) to identify drivers with poor safety histories who work for carriers that have been identified as requiring a CSA 2010 investigation. If the investigation results verify the driver violation(s), FMCSA takes an enforcement action against that driver, such as a Notice of Violation (NOV) or a Notice of Claim (NOC).

Q. What kinds of driver safety performance data is CSA 2010 looking at?

A. The new program focuses on driver enforcement for serious rule violations, such as:

- Driving while disqualified
- Driving without a valid commercial driver's license
- Making a false entry on a medical certificate
- Committing numerous Hours-of-Service violations\

Q. Do tickets or warnings that drivers receive while operating their personal vehicles impact the new SMS?

A. No. Tickets or warnings that drivers receive while operating their personal cars are state citations and do not count in the new measurement system. SMS only uses violations of FMCSA's regulations, and those regulations only apply to people driving large CMVs. In measuring on-road safety performance SMS uses all safety-based violations documented at roadside inspections, as well as state reported crashes.

Q. Will CSA 2010 assign safety ratings to individual CMV drivers? I heard that CSA 2010 is designed to rate CMV drivers and to put many of them out of work this summer.

A. No. Under CSA 2010, individual CMV drivers will not be assigned safety ratings or safety fitness determinations. Consistent with the current safety rating regulations (49 CFR part 385), individual drivers will continue to be rated, as they are today, following an on-site investigation at their place of business when they operate independently as a "motor carrier" (i.e. have their own USDOT number, operating authority, and insurance). CSA 2010 is designed to meet one overriding objective: to increase safety on the Nation's roads. Therefore, it is, by design, a positive program for drivers and

carriers with strong safety performance records, and it will send a strong message that drivers and carriers with poor safety performance histories need to improve.

Q. What is the Pre-Employment Screening Program (PSP) and when does it start?

A. PSP is a new FMCSA program mandated by Congress that is designed to assist the motor carrier industry in assessing individual operators' crash and serious safety violation history as a pre-employment condition. The program is voluntary. It is not part of CSA 2010. The system is expected to launch in early 2010 and enrollment for PSP will be available soon. For more information about PSP, email FMCSA at psp.fmcsa@dot.gov.

CONFERENCE NEWS

This year ILCA will provide a small conference space which will accommodate up to 15 people should you wish to hold a separate meeting with your team. Hours available will be 8AM-9PM Monday and Tuesday, 8AM to 2PM Wednesday. Call or drop Betty Ayrton a line to reserve your space. This Conference space will be available to you at no charge.

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Don't Let Dust Combust



In February 1999, a fire at a Massachusetts foundry extended into the ventilation ducts. A small, primary explosion within the ductwork dislodged some of the heavy deposits of phenol formaldehyde resin dust that had settled on the outside of the ducts. This produced a dust cloud that fuelled a secondary explosion powerful enough to lift the roof and cause wall failures. Three people were killed, and nine were injured.

Another seven people were killed and 37 injured in February 2003, in a dust explosion at a Kentucky acoustics insulation manufacturing plant. The report from the U.S. Chemical Safety and Hazard Investigation Board (CSB) said the blast was likely caused by a small fire extending from an unattended oven, which ignited a dust cloud created by a nearby line cleaning. A deadly cascade of dust explosions followed throughout the plant.

Because of these incidents, the CSB conducted a major study of industrial accidents involving dust explosions over the past 20 years. The CSB found that during this period in the United States alone, there have been more than 150 serious industrial dust explosions, resulting in 80 deaths. And the issue extends beyond the U.S. Statistics show that fire/explosion hazards exist in any facility or equipment that handles or processes a combustible dust.

A combustible dust explosion hazard may exist in a variety of industries, including: food (e.g., candy, starch, flour, feed), plastics, wood, rubber, furniture, textiles, pesticides, pharmaceuticals, dyes, coal, metals, and fossil fuel power generation. Most natural and synthetic organic materials, as well as some metals, can form combustible dust. The safety bulletin prepared by the U.S. Occupational Safety and Health Administration contains important information on how to assess the risk in your facility.

Elements of a Dust Explosion

Experts agree that for a dust explosion to occur, five conditions must be present at the same time. First, the three elements needed to cause fire (fire triangle):

1. combustible dust (fuel)
2. ignition source (spark or heat)
3. oxygen in air (oxidizer)

plus... additional elements needed for a combustible dust explosion:

4. dispersion of dust (into the air forming a dust cloud)
5. confinement of the dust cloud (building or ceiling)

These five elements make up the "explosion pentagon" that causes a dust explosion. If one of the elements of the explosion pentagon is missing, a catastrophic explosion cannot occur.

A dust cloud that is ignited within a confined or semi-confined vessel, area, or building, burns very rapidly and may explode. This could cause fires, additional explosions, flying debris, and the collapse of parts or all of the building.

An initial explosion that occurs in processing equipment or in an area where there is an additional accumulation of dust, may shake the renegade dust loose, or damage a containment system (such as a duct or vessel). The additional dust released into the air, if ignited, can cause one or more secondary explosions that can be even more destructive than the first.

Reducing the risk

Facilities should conduct a dust hazard assessment to carefully identify materials that can be combustible, processes that use, consume, or produce combustible dusts, open areas where combustible dusts may build up, hidden areas where combustible dusts may accumulate, ways that dust may be dispersed in the air, and potential ignition sources.

The key factor is whether or not the specific dust from your facility is a combustible dust hazard. Although there is currently no combustible dust hazard class under WHMIS, there is a requirement to declare all hazards of the product on the Material Safety Data Sheet (MSDS). Unfortunately, the dust explosion hazard is under-recognized and often not declared on MSDSs. In CCOHS' CHEMINFO database, the potential for a material becoming a combustible dust hazard has been identified. As well, any reports of dust explosions involving the chemical are included. Laboratory testing of your specific dust will help tell you if there is a hazard at your workplace. The facility analysis must also identify areas requiring special electrical equipment classification due to the potential combustible dust hazard.

The following safety practices are recommended:

Dust control - the most important step towards prevention of dust explosions

- Minimize the escape of dust from process equipment or ventilation systems. Use dust collection systems and filters, and try to use surfaces that minimize dust accumulation and are easy to clean.
- Prevent the accumulation of dusts on surfaces. Use surfaces that minimize dust accumulation and are easy to clean.
- Inspect for dust residues in open and hidden areas, and clean them at regular intervals.
- Use cleaning methods that do not generate dust clouds (ie. vacuum rather than blow or dry sweep). Only use vacuum cleaners approved for dust collection. Locate relief valves away from dust hazard areas.
- Develop and implement a program for hazardous dust inspection, testing, housekeeping, and control program that establishes, in writing, the method and frequency of these steps.

Ignition Control

- Use appropriate electrical equipment and wiring methods.
- Keep static electricity under control; this includes bonding of equipment to ground.
- Prevent smoking, open flames, and sparks, mechanical sparks and friction. Use separator devices to remove foreign materials capable of igniting combustibles from process materials.
- Avoid contact between heated surfaces and dusts. Separate heating systems from dusts.
- Ensure the proper use and type of industrial trucks, and the proper use of cartridge-activated tools.

Facility owners, managers and supervisors are responsible for conducting a facility analysis (ideally before introducing a hazard) and for developing a prevention and protection plan that addresses the specific needs of their operation. Their responsibilities also include improving policies and procedures, and taking whatever action is necessary to

prevent a dust explosion. Employees, are responsible for adhering to safe work practices, and as the people closest to the source of the hazard, should be trained and encouraged to take an active role in recognizing unsafe conditions, taking preventative action, and alerting management. All employees should be trained in safe work practices that apply to their jobs, as well as on the overall plant programs for dust control and ignition source control.

A heightened awareness of the hazards of combustible dusts is the first of many steps in everyone working together to prevent further injury and deaths to workers.

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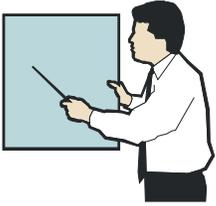


Roofers – and they wonder how they get hurt.



CONFERENCE DATES FOR 2010: October 4, 5 and 6, 2010
DOUBLETREE, Worthington/Columbus, Ohio





Systems Thinking: Death by bullet points

All of us have been subjected to "death by PowerPoint" presentations in office meetings, conferences, symposia, lectures, etc. You know the routine; the death march begins with slides covered in bullets and 10-point font text. *The coup de grâce comes when the speaker reads everything on each slide.*

In all fairness, PowerPoint is not the problem; operator error is what contributes to the dysfunctional communication in organizations. Environmental, health and safety (EHS) professionals have been complaining for decades that their message is not being received by those in decision-making positions, yet EHS pros continue, I might say obsessively, to use bullet points to make their power points.

It is time to hit the pause button folks and rethink our approach to communicating with PowerPoint

Dirk Berard, Honeywell Aerospace HSE director introduced me to a completely new way of delivering PowerPoint presentations.

Dirk walked me through his PP slide deck that he was going to present. The slides were the result of effectively applying an entirely new technique of creating slides with no bullet points. *His slides amplified the story he was telling me instead of being the story.* His slides were comprised of stock photo images with few, if any, words. I anxiously waited for Dirk to finish his story and asked him, "Where in the world did you come up with this technique?"

Dirk introduced me to two books by Garr Reynolds that have changed my entire perception of the "power" of PowerPoint presentations. The first book is entitled *Presentation Zen*⁷ and the second is *Presentation Zen DESIGN*.⁸ I strongly recommend buying, reading, and using Garr Reynolds' technique for all of your presentations.

Garr draws upon Dan Pink's "six senses" or the six "right-brain directed aptitudes" of *Design, Story, Symphony, Empathy, Play and Meaning* to set the stage for his approach.

1. *Design* of your slides begins in the preparation phase before turning on your computer.
2. Next is the *Story* you plan to tell your audience.
3. This is followed by *Symphony*, which means your ability to bring together seemingly unrelated information, discarding what is not related, and making it sensible to your audience.
4. Learn to express *Empathy* toward your audience by putting yourself in their shoes – is my audience "getting it?"
5. Inject *Play* into your presentation through "good, old fashion humor that leads to laughter." Finally, when asked to present.
6. Make sure your message has *Meaning* that can lead to making a difference for yourself and your audience.

So, next time you have an opportunity to make a presentation, take a chance and consider using Garr Reynolds' approach. Remember, in our profession, effective communication is paramount to our success in achieving our objectives and presentation Zen is the means to changing the conversation.

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