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VOLUME 03.07
OCTOBER 2006

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CO-EDITOR: BILL FLAHERTY

NEW JERSEY ASSE CHAPTER NEWSLETTER



FEATURED ARTICLE - SAYING NO TO NANO?

By Angela Neville, JD, REM

In the early 1990s, eager proponents began heralding nanotechnology as the second coming of the Industrial Revolution. Nanotechnology is generally defined as those systems or processes that provide goods and services that are obtained from matter at nanometer level, that is, from sizes in the range of one billionth of a meter. As a result of its extremely small size, this new technology allows the engineering of matter by processes at the atomic level.

A series of discoveries fueled the enthusiasm for nanomaterials. In 1991, Sumio Iijima discovered found a new form of carbon – the nanotube. Then Robert F. Curl Jr., Sir Harold W. Kroto, and Richard E. Smalley discovered another nanoscale carbon form – known as C60 or the fullerene – and were awarded the 1996 Nobel Prize in Chemistry. This breakthrough started an avalanche of research into C60 and other nanoscale materials.

Advocates of this new technology assert that present and future applications include semiconductors, biology, medicine, textiles, chemistry, information technology, pollution control, and energy conservation. Already numerous nanoproducts have been created and placed in the marketplace. For example, Batelle has licensed the SAMMS? (Self-Assembled Monolayers on Mesoporous Supports), which was developed at Pacific Northwest National Laboratory, to Steward Environmental Solutions LLC. The nanotechnology can be tailored to remove selectively specific metal contaminants, such as mercury, from water and waste streams without creating hazardous waste or by-products.

Recently, however, concerns have begun to emerge about the potential dark side of this brave new buckyball world. In the aftermath of the DDT and asbestos debacles, we want to be sure we fully understand any possible negative implications that this new technology may have for human health and the environment. Given that nanotechnology is probably here to stay, the U.S. Congress, the scientific community, and various environmental groups are now calling for more in-depth risk research, stricter regulations, and greater corporate responsibility.

(Cont. on page 7)

HALLOWEEN SAFETY TIPS

Purchase only costumes, wigs and props labeled flame-resistant or flame-retardant. When creating a costume, choose material that won't easily ignite if it comes in contact with heat or flame.

Instruct children who are attending parties at others' homes to locate the exits and plan how they would

FEATURED ARTICLE - THE KEYS TO A "BEST IN CLASS" FLEET SAFETY PROGRAM PART 2 OF 5

By Jack Fearing

Editor's Note: This is the second in a series of summary articles on the various components of a comprehensive Fleet Safety by Jack Fearing, CPEA. Last month's article covered Driver Selection & Agreements. Future articles will include Vehicle Selection and Maintenance, Facility-based Programs, and Federal, State and Consensus Fleet Safety regulations. Please feel free to direct any questions or comments to Jack at 973.463.6240 or jack_fearing@ars.aon.com.

Providing continuous and comprehensive driver safety training and communications are vital to a successful fleet safety program. Even experienced drivers benefit from periodic training and reminders of safe driving practices and skills. Statistics show that drivers under the age of 25, especially males, including those who drive company vehicles, and untrained employee drivers of any age are the two most likely groups to have a preventable motor vehicle accident. Untrained drivers typically are responsible for over 60% of all fleet accidents.

Further, employees are most susceptible to having an accident during the first 5 years of their employment (Figure 2.). All of these underscore the criticality of providing training to employees as soon as possible, especially the younger, entry-level drivers.

The training challenges facing most fleet businesses are 3-fold; 1. Verifying the driving history and safety record of newly hired drivers; 2. Providing quality training and proper documentation at the time they are hired, and, 3. Consistently providing refresher training/communications on a yearly basis (better yet if you are able to focus on any shortcomings that

(Cont. on page 4)

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I want to suck your blood.. But my BBP Program is not in compliance....

SAFETY ENGINEERS SUPPORT DRIVE SAFELY WORK WEEK

With transportation crashes continuing to be the number one cause of on-the-job deaths each year, the American Society of Safety Engineers (ASSE) supported last week's Network of Employers for Traffic Safety's (NETS) Drive Safely Work Week, which ran from Oct. 2-6. We also urge employers to promote safe driving by providing safety information to workers and by setting driver safety policies now and throughout the year.

According to NETS, most of the nearly 6.2 million police-reported motor vehicle crashes that occurred last year were preventable, and many of these incidents involved employees driving for work and even more involved employees who were driving to and from work. On average, people die every 12 minutes in car crashes and every year since 1992 transportation accidents have been the leading cause of on-the-job deaths - 43 percent of those that died from workplace injuries in 2004 were involved in a transportation-related accident.

For many people - such as police officers, emergency personnel, utility workers, firefighters, truckers, delivery personnel and more - their vehicle is their office.

As for unsafe driving habits, the ASSE "Distracted Driving in Motor Vehicles" position statement notes that operating a vehicle while using a cellular phone is a potentially unsafe act and that all drivers should be cognizant of the major hazards associated with such behaviors. ASSE notes that drivers regularly deal with a multitude of driver distractions,

both inside and outside of vehicles, and that it is important to find ways to reduce driver distractions that result in crashes by examining the design of vehicle controls.

"One of the tenets of the ASSE position on traffic safety is the need for improved driver education," ASSE President Donald S. Jones, Sr., CSP, P.E. said today. "This is a significant component in securing safety on the highways and in addressing the hazards of using cell phones while driving. Driver education should be widely available and include training about elimination, or at least minimizing, driver distractions. It is alarming that still today people are dying every 12 minutes in car crashes in the U.S."

ASSE believes further research into the use of hands free devices is critical, as is the development of guidelines for safe use of such devices. To increase safety, ASSE suggests the following: increase public outreach to reinforce the point that a driver's first responsibility is the safe operation of a vehicle, including school based driver education; an examination of state driver licensing processes be done to ensure all applicants understand the tenets of safe driving in addition to driver rules and regulations; employers evaluate their current employee driver practices; create and enforce written guidelines addressing employee use of electronic devices while driving; increase research by the automotive industry and the manufacturers of electronic and other devices that are routinely used in vehicles to improve designs and functions to eliminate driver distraction, much of which is being done.

To help increase roadway safety ASSE has available a free brochure titled "Preventing Roadway Crashes" available by contacting ASSE at 847-699-2929 or customerservice@asse.org. ASSE's "Safe Practices for Motor Vehicle Operations" ANSI/ASSE Z15.1-2006 standard is also available from ASSE at www.asse.org. It provides a guide to safe driving for organizations with vehicle operations.

American Society of Safety Engineers

SAFETY PHOTO OF THE MONTH



SPONSORING THE NJASSE NEWSLETTER IN 2006-2007!!

Sponsoring an advertisement with the NJASSE newsletter is a great way to promote your company in one of the leading Tri-state Area Safety Newsletters. The local NJASSE chapter membership includes over 500 safety professionals representing hundred's of New Jersey's most proactive companies.

NJASSE offers an **Annual Subscription Rates** for our sponsors. An annual subscription includes space in 10 newsletters starting with the September 2006 issue and running through the June 2007 issue. (Pro-rated rates for partial years are available, too). If you wish to advertise a special event or want a one-time advertisement, you may want to try the **Single Issue Rate**.

Rates vary by size - We offer the 1/4 page ad for clients who really want to get noticed. NJASSE also offers the business card size ad for the cost savvy consumer.

All sponsorship proceeds are used to support NJASSE activities including the scholarship fund and the many charity events NJASSE supports.

If your company is interested in sponsoring an advertisement in the NJASSE Newsletter, please call Mr. Daniel Rollino, at 732-763-7646 or newsletter@njasse.org for further details.

2006-2007 NEWSLETTER SPONSORSHIP RATES

Single Issue Rate

Business Card	\$20
1/4 Page	\$75

Annual Subscription Rate (10 issues)

Business Card	\$175
1/4 Page	\$550

* Special ad sizes (i.e. full page) can be accommodated for a negotiated fee.

MEMBER RECOGNITION— JACK FEARING FOR PARTICIPATING IN THE SUAN G. KOMEN BREAST CANCER WALK

Jack Fearing of NJASSE raised over \$ 2,500 for breast cancer research by participating in the Breast Cancer 3-Day.

The Breast Cancer 3-Day is a 60-mile walk over the course of three days. It will take place on October 6-8, 2006 in the Philadelphia area. Net proceeds benefited the Susan G. Komen Breast Cancer Foundation and the National Philanthropic Trust, funding important breast cancer research, education, screening, and treatment.

When you see Jack, he may look a little tired but he'll say "It was worth it!"



ASSE ANNOUNCES NEW CONSTRUCTION SAFETY STANDARD

The American Society of Safety Engineers (ASSE) recently announced the newly revised American National Standard Institute (ANSI) A10.44-2006 standard. The standard, *Control of Energy Sources (Lockout/Tagout) for Construction and Demolition Operations*, recognizes the need for protection of personnel and property from injury due to unexpected start-up or release of stored energy from equipment, system/process or induced energy during repair, maintenance, operation, installation and other activities involving machines or equipment.

ANSI 10.44-2006 standard is one of a series of standards that focus on construction and demolition operations. It was approved by ANSI on August 29, 2006. The latest version of the standard establishes the minimum requirements needed to control and prevent the release of energy sources that could cause injury or illness to workers performing construction and demolition work.

ASSE serves as the secretariat for the A10 Accredited Standards Committee on construction and demolition operations. The A10 standards serve as a guide to contractors, labor and equipment manufacturers in the construction and demolition industry.

The A10.44 Subcommittee Chair, James Brown, and ASSE professional member, stated, "The A10.44 standard is integral in providing safety requirements for the protection of individuals working in, on or around machines or equipment that may release energy unexpectedly, causing injury or illness."

The A10.44-2006 standard, *Control of Energy Sources (Lockout/Tagout) for Construction and Demolition Operations*, will be available soon in both print and electronic format. For more information, contact ASSE Customer Service at 847-699-2929 or visit ASSE's website.



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TRANSPORTATION FATALITIES INCREASED IN 2005, NTSB REPORTS

Transportation fatalities in the United States increased in 2005 to 45,636 from 45,092 in 2004, according to [preliminary figures](#) released Sept. 18 by the National Transportation Safety Board. Highway transportation accounted for the largest portion of fatalities, rising to 43,443 in 2005 from 42,836 in 2004, NTSB said.

Other statistics from the report:

- Motorcycle fatalities jumped substantially to 4,553 in 2005 from 4,028 in 2004.
- Fatalities involving buses, light trucks and vans, medium and heavy trucks, and pedestrians all increased in 2005.
- Passenger car fatalities fell to 18,440 in 2005 from 19,192 in 2004.
- The number of people killed in all aviation accidents in 2005 dropped to 616 from 652 in 2004.
- Total rail fatalities decreased to 789 in 2005 from 816 in 2004.

National Safety Council

THE KEYS TO A "BEST IN CLASS" FLEET SAFETY PROGRAM (CONT. FROM PAGE 1)

an individual driver may have).

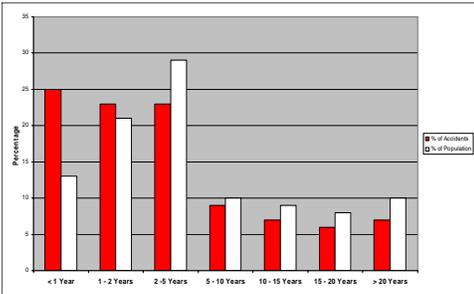


Figure 2. U.S based multi-national pharmaceutical company - 2004

There are several components to driver safety training to consider when developing your company's specific program. These include initial training for new hires, refresher training for all drivers, risk-level change training, training for authorized non-employee drivers and manager training for employee observation rides.

Initial Training

New employee drivers should receive formal safety training as soon as possible and preferably before being issued a vehicle, including program requirements, the company fleet service program and behind the wheel instruction. There may be extenuating circumstances where this preferred timing is not possible. If that is the case, the new hires manager should provide some form of documentation.

Annual Refresher Training

Refresher safety training should be provided to each employee driver at least annually. Ideally, it should be either behind the wheel training or another type which allows the driver to experience the same types of situations that they will find themselves in during the course of both normal and emergency driving situations.

There are several types of non-traditional, hands-on training programs available. These include web-based, desktop and driver simulation training. Of the three, the recent immersion of commercial driver safety simulation training clearly offers the most realistic options and scenarios.

The leading company in this industry is Virtual Driver Interactive (www.driverinteractive.com). Its product includes the latest in technology and graphics, an un-biased instructor, a low stress environment and it only reinforces "good" driving habits, not a criticism of "bad" driving habits. The technology includes immersive graphics, realism and relativistic clues for accelerated learning. A multitude of driving scenarios offer a variety of weather conditions,

various types of road conditions, a mixture of rural and urban environments, and numerous unexpected hazards and emergency situations.

Further, the virtual trainer uses actual car parts and components to lend another dimension of practicality and the iPASST™ assessment system offers accurate and documented training records. Most importantly, course completion includes a certification of completion of the National Safety Council's DDC 6/8 Defensive Driving Course.

A comparison of behind-the-wheel and/or simulation training and traditional classroom training in the Learning Pyramid is illustrated below in Figure 3.

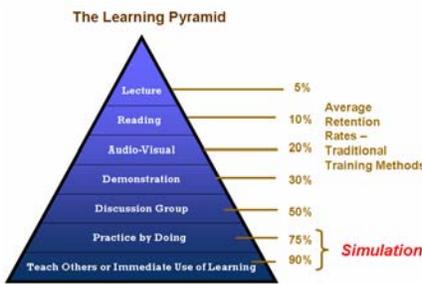


Figure 3. - National Training Laboratories - 2006 Non-Employee Drivers

All non-employees who are authorized to operate a company vehicle should have completed a supplemental driver education program as outlined above and provide the company with a certification of completion prior to being allowed to operate a company vehicle.

Manager's Observation Ride

All managers should conduct an annual (at the very least), documented road observation ride of all drivers under their supervision to ensure they comply with company procedures. This should include an observation of vehicle inspection, vehicle operation and the driver's safety attitude. Other circumstances may require a more frequent Manager's Observation Ride, including a risk-level change, involvement in a preventable accident and a return to driving duty after an extended absence due to personal injury or illness, maternity leave, etc. Training in the planning and conduct of the ride must be provided to managers in order to present the necessary tools and insights into the objective of this program.

Communications

On-going safe driving communications are an important part of the overall fleet safety program. Driver safety materials for this element can include DVDs, videos, audio-cassettes, Web-based information via the company intranet, e-mails,

specially produced booklets and newsletters. Specific information might include the company policy on seat belt usage, cellular phones and other types of distractions while driving. All drivers should be required to familiarize themselves with the company fleet safety communication materials.

There are numerous keys to success for driver safety training and communications. These include employee buy-in, conducting the training at the right time and place, providing hands-on options in a non-threatening environment, and including all the critical teaching points specific to your company—these can typically be best identified through a detail loss analysis with your provider or carrier.

Ultimately, some form of documented training is always better than none and using a blended training approach and curriculum along with frequency of training are keys to achieving skill transfer and mastery of the training topic. Unfortunately, training budgets are typically limited which creates a strain on organizations to implement training programs that reach wider and deeper than simple "awareness" training programs. Because web based training is interactive and cost effective, it's becoming the process of choice with organizations and their employees. The same advantages are available with simulation training. In both, unlike traditional classroom training, employees can train at their own pace and have the flexibility to train when it's convenient for them without having to pull off the road to train.

Tracking driver performance records and completed training documentation can obviously go a long way to protect an employer's liability down the road. Employers also need to show a consistent pattern across the board that proper training is a priority and that when issues arise, they address them appropriately. Concentrating on the most costly accidents (and the habits that causes them) is crucial. Opportunities for continuing education, driver orientation, and annual performance reviews are critical components. Unfortunately, injury prevention and continuing education are often neglected by even the largest fleets.

Next - Vehicle Selection and Maintenance.

**NOVEMBER 2ND, 2006 PDC
NOTICE**

**NJ ASSE Chapter 2006 Fall Professional Development
Conference
Presented in Conjunction with The ASSE International
Practice Specialty**

Date: November 2, 2006
Moderator: Jack Fearing, CPEA
 Aon Risk Services, Greater New York Region
 Speakers will include Subject Matter Experts
 from the following industry
Sectors: Pharmaceutical, Chemical, Gas & Oil and
 Manufacturing
Location: PSE&G Electric Transmission Construction &
 Maintenance Dept. Office, South Plainfield, NJ

**THE “WRONGFUL DEATH
ACCOUNTABILITY ACT”**

by Charles H. Morgan, J.D., CPCU, CLU, CSP, ARM

On June 17, 2003, Senator Jon Corzine, D-NJ, proposed the enactment of the “Wrongful Death Accountability Act.” This amendment to the Occupational Safety and Health Act of 1970 would significantly increase the potential criminal penalties for those who “willfully violate workplace safety laws and cause the death of an employee.” Under existing law the maximum prison term is six months, and the crime is deemed to be a misdemeanor.

The Corzine bill would make such an act a felony and provide for up to 10 years behind bars. Related provisions would increase the penalty for lying to an OSHA inspector from six months to a year, and increase the penalty for providing advance warning of an impending OSHA inspection from six months to two years.

What was not readily apparent from the proposed amendment was the extent to which the act was spurred by the actions of a single company. Appearing at the press conference with Senator Corzine was Pamela Coxe, the widow of Alfred E. “Alfie” Coxe. Mr. Coxe was apparently struck and killed by a forklift while working at the Atlantic States Cast Iron Pipe Company of Phillipsburg, NJ, three years ago. Mrs. Coxe has filed a wrongful death lawsuit against the firm’s parent, McWane, Inc. of Birmingham, AL.

This firm was the subject of a series of three front-page articles in January of this year that appeared in *The New York Times*. The authors of these exposes detailed nine employee deaths during the past seven years that have occurred at McWane plants in New York, New Jersey, Ohio, Alabama, and Texas. Three of those deaths were deemed to have been caused by deliberate and willful violations of OSHA safety standards.

Corzine noted that as a result of these articles and a subsequent “criminal investigation” into McWane’s activities, the firm has “begun to clean up its act.” While this may or may not be the case, readers are urged to visit a PBS web site, (<http://www.pbs.org/wgbh/pages/frontline/shows/workplace/mcwane/>), and draw their own conclusions.



FACT: Window cleaning is now governed by ANSI/I-14 safety standards.

Does your facility and window cleaning contractor comply with these required safety standards?

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Michael Amoroso
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NEW MEMBERS

NJASSE is happy to welcome our newest members. We looking forward to having you at our upcoming meetings:

- Jim Thomas
- Heidi Schwarz
- Fred Crum
- Robert Sorg
- John D'Onofrio
- Robert Sebrowski
- Ivan Siguencia
- Vahid Ebadat



MEMBER ACCOMPLISHMENTS/NEWS

Every month we highlight accomplishments by our members. If you know someone who has received a certification, award, commendation, let us know! Also, if you've written an article, white paper, research paper, etc., Let us know, too!! It's good to be recognized by your peers and it doesn't hurt to promote your career in this way.

VOLUNTEERS NEEDED!!

NJASSE is looking for volunteers for the following events:

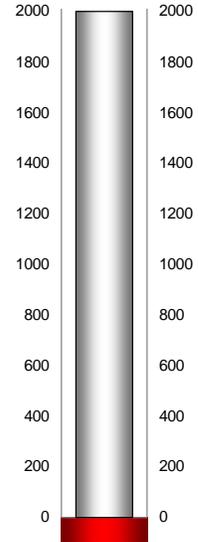
- Looking for Volunteers: Special Olympics NJ: Contact Jack Fearing: jifearing@gmail.com
- Looking for Volunteers: Habitat for Humanity: Contact Ken Bogdan: ken.bogdan@yesinsure.com

Let's Show Our Support!!



HAVE YOU MET BOB! In case you didn't know he's the prez, the boss. Meet him and all the officers at the November 9th Meeting

GOOD LUCK TO OUR NEW OFFICERS!!



Last Year's Total—
2631 points

Let's Do it Again!!!

NJ ASSE OFFICERS FOR 2006-2007

Position	Name	Telephone	E-Mail Address
President	Bob Sagendorf, CSP	908-276-1000	President@njasse.org
President Elect	Nazer Ali, CHMM, CPEA	908 740-4993	Pres-elect@njasse.org
Vice-President	Kristin Kelley	973-252-2642	Vp@njasse.org
Treasurer	Alex Ruiz, CSP	732-445-2550	Treasurer@njasse.org
Secretary	Frank Gesualdo, CSP	732-563-6800 x 4268	Secretary@njasse.org
Immediate Past President	Gina Mayer-Costa, CSP	201-684-7531	Past-president@njasse.org

NEWS ITEMS!

Have you received a promotion, new job, marriage, birth? Let us know. We would like to share this information with our membership.

Email:
Newsletter@njasse.org



A CALL FOR VOLUNTEERS— SPECIAL OLYMPICS, NEW JERSEY SEE JACK FEARING



New Jersey Chapter- Volunteers Needed!

Date: Sunday, October 29, 2006

Place: The Lawrenceville School Lawrenceville, New Jersey

Time: 7:30 am – 4:30 pm

Plans are being finalized for the Chapter and members to participate in the 2006 NJ Special Olympics Fall Sports Festival

on Sunday, October 29, 2006, at the Lawrenceville School in Lawrenceville, New Jersey. The sports venue is **Soccer**. Volunteers are needed for several positions including announcers, scorers, field escorts, shaggers, and awards. Chapter members, family members (minimum age is 16) and friends are all welcome to participate. All volunteers must register online prior to the event and have appropriate identification at the venue. They will receive a Fall Sports Festival tee shirt. Visit the New Jersey Special Olympics website at www.sonj.org to download volunteer information for the Fall Sports Festival and for more information about upcoming events and other volunteer opportunities.

New Jersey Special Olympics provides year-round athletic training in 23 sports to over 15,000 Special Athletes throughout New Jersey. Special Olympic events are made possible because of the time, effort and dedication of thousands of volunteers of all ages.

Lunch and refreshments will be provided. Mark your calendars now. If you are interested, please contact Jack Fearing at (908) 303-8359 / jifearing@gmail.com for additional information.

SAYING NO TO NANO (CONT. FROM PAGE 1)

In their book *Nanotechnology: Environmental Implications and Solutions* (Wiley-Interscience 2005), authors Louis Theodore and Robert G. Kunz focus on three key environmental questions: (1.) What are the potential environmental concerns associated with this new technology?; (2.) Can industries and society expect hazardous materials to be released into the environment during either the manufacture or use of nanoproducts?; and (3.) Could nanoapplications lead to environmental degradation, particularly from bioaccumulation of nanoproducts in living tissue?

One emerging issue concerns how the federal government will regulate nanotechnologies. Discussions about controlling the risks of nanomaterials have generally focused on the Toxic Substances Control Act (TSCA), the federal statute enacted in 1976. The way that TSCA works is if the U.S. Environmental Protection Agency (EPA) determines that a new chemical might pose a risk to human health or the environment, the agency is allowed under TSCA to place restrictions on that chemical. The restriction applies to the manufacturer of the products. The problem is that a firm that is using the nanoproduct may not know anything about the restriction. This especially would be true if the firm were far down the supply chain from the manufacturer. It still remains to be seen which regulations the federal government will use to address air emissions, water effluent, and wastes from nanomaterials.

Many feel that it's important for the federal government to resolve this issue as soon as possible. According to a recent report published by the Lux Research Inc. uncertainty about federal regulation is inhibiting commercial development of nanotechnology.

On a positive note, it's encouraging that the federal government is starting to take some steps related to nanotechnology. For example, the National Nanotechnology Initiative (www.nano.gov) is a federal research and development program established to coordinate the multiagency efforts in nanoscale science, engineering, and technology. Twenty-three federal agencies participate in the initiative. In addition, EPA has launched a Web site that provides information on research regarding the environmental uses for nanotechnology, including water treatment processes.

Another promising development is the new Project on Emerging Nanotechnologies at the Woodrow Wilson International Center for Scholars, which is a project supported by the Pew Charitable Trusts. This project will include a series of meetings and a symposium that focus on how to apply the principles of green chemistry and green engineering to nanotechnology. According to Dr. Barbara Karn who is leading this project, the effort will look at government policies that offer incentives for developing low-risk practices.

We still have much to learn about the potential risks to human health and the environment posed by nanotechnology and its byproducts. So important is this issue that the ultimate success or failure of nanotechnology may possibly depend on how fully these issues are addressed. Only when these concerns are resolved can we in good conscience fully say yes to nano.

This editorial originally appeared in the September 2006 issue of *Environmental Protection*, Vol. 17, No. 7



**NOVEMBER 9TH, 2006
JOINT NJASSE-NY
METRO ASSE MEETING
NOTICE**

The New Jersey Chapter of the American Society of Safety Engineers' (ASSE) will be holding a joint meeting with the NY Metro ASSE Chapter.

Topic: **"Product Risk Assessment & Recall Plans"**

Date: Thursday, November 9, 2006

Speaker: George Nassif, Aon Risk Service

Time: 4:30 PM

Location: Don Pepe's Restaurant,
Newark, NJ

See the website for directions.

Look forward to seeing you there!!

RECALLS

FIRE HAZARD PROMPTS CANON U.S.A. TO RECALL PREVIOUS MODEL DESKTOP COPIERS FOR REPAIR

Name of Product: Canon Desktop Copiers

Manufacturer: Canon Inc., of Japan

Importer: Canon U.S.A. Inc., of Lake Success, N.Y.

Hazard: An improperly fitting electrical connection inside the copiers can cause overheating, smoking and fire.

Incidents/Injuries: Canon U.S.A. has received six reports of NP1020 model copiers starting to smoke or catching on fire due to the problem with the electrical connection. No injuries were reported.

Description and Models: The repair recall includes only the following model Canon copiers: PC6, PC6RE, PC65, PC7, PC7RE, PC8, PC11, PC11RE, PC12, NP1010 and NP1020. The model number is on the front panel of the unit. The recalled copiers were manufactured between 1987 and 1998.

Sold by: Dealers, national retailers and office supply stores nationwide from January 1987 through December 1999 for between \$1,500 and \$2,300.

Manufactured in: Japan and Thailand

Remedy: Users should stop using the recalled copiers immediately and contact Canon U.S.A. to receive a free repair.

Consumer Contact: For additional information, contact Canon U.S.A. at (800) 828-4040 anytime, or visit the firm's Web site at www.usa.canon.com

2006-2007 MEETING SCHEDULE

DATE	TYPE	TOPIC	LOCATION
Sept 18, 2006	Lunch	Fire Safety—Lessons learned from Seton Hall (Joint Meeting with CHES)	Rutgers Univ., New Brunswick, NJ
October 12, 2006	Dinner	Developing & managing an effective contractor Safety program	Merck-Whitehouse Station, NJ
November 2, 2006	All-Day Event	Planning & Conducting Domestic and International EHS Audits	PSEG Training Center, South Plainfield, NJ
November 9, 2006	Dinner	Product Risk Assessment & Recall Plans Joint Meeting with NY Metro ASSE	Don Pepe's Newark, NJ
December 7, 2006	Dinner	OSHA/VPP Update & Scholarship Awards	L'Affaire, Mountainside,
January 12, 2006	Webinar	Fleet Safety: Are you hiring your next accident?	Liberty Mutual (Host)
February 9, 2007	Dinner	Laser Safety	Rutgers Univ., New Brunswick, NJ
March 8, 2007	Dinner	Pandemic Influenza Joint Meeting with NJ AIHA	Snuffy's Pantagis, Scotch Plains, NJ
April 18, 2007	Safety Expo	Safety Training Games and Activities Joint Meeting with NY Metro, Penn-Jersey, and Long Island ASSE	Safety Expo, Atlantic City, NJ
May 2, 2007	All-Day Event	Nanotechnology	TBD
May 17, 2007	Breakfast	Facility Safety Tour & Networking Event	TBD