PRESIDENT’S MESSAGE

Good Day! Our chapter has been very busy with numerous activities this spring. The 23rd Annual Mid-Atlantic Region Safety & Loss Control Expo in Atlantic City was represented by numerous NJ Chapter members who presented programs such as Jack Fearing, Barry Weissman, Charlie Morgan, Brian Bennett, Gary Schwartz, Julie Sealey and Bill Donato to name a few. We were honored to have Linda Tapp, President, Crown Safety LLC to speak at our joint ASSE Expo meeting. Our chapter also co-sponsored the Fun Run/Walk on the Boardwalk. On April 21st, we assisted a Habitat for Humanity build.

DEVELOPING AND IMPLEMENTING A COMPANY FLEET SAFETY PROGRAM
THE KEYS TO A “BEST IN CLASS” FLEET SAFETY PROGRAM
PART III – FACILITY BASED VEHICLES
BY JACK FEARING

Editors Note: This is the third and fourth parts in a series of summary articles on various components of a comprehensive fleet safety program by Chapter Public Affairs Chairman Jack Fearing, CPEA. The five-part series includes Driver Selection & Agreements, Driver Training, Facility Based Programs, Vehicle Selection & Maintenance, and Federal, State and Consensus Fleet Safety regulations. Feel free to direct any questions or comments to Jack at 973.463.6240 or jack_fearing@ars.aon.com.

Developing and implementing a comprehensive fleet safety program for facility-based vehicles offers a combination of similar challenges to a sales and service oriented program and unique challenges which are based on the fact that, for the most part, many of the facility-based vehicles will never leave the confines of the facility.

Your organization’s senior management must demonstrate their commitment to fleet safety by allocating sufficient staff and resources to manage the overall fleet safety program at your facility. This would include the identification and training of an appropriate person or persons to provide oversight.

The American Society of Safety Engineers (ASSE) recently announced the approval of the new American National Standard Institute (ANSI)/ASSE Z359.2-2007 standard. The standard, Minimum Requirements for a Comprehensive Managed Fall Protection Program, recognizes the need for organizations to protect workers from fall hazards in the workplace. It is the first in a...
BRIDGING THE HUDSON: METROPOLITAN AND NEW JERSEY COME TOGETHER FOR SPECIAL OLYMPICS

On Sunday, April 22, Metropolitan and New Jersey Chapter’s ASSE participated together in the 22nd Annual Special Olympics Lincoln Tunnel Fun Run/Walk, a 5-K race to raise money for Special Olympics. Jack Fearing, NJ ASSE Public Affairs Chairperson, Mike Murray, Metropolitan Past-President and Nominations Chairperson and Stephanie Altis-Gurnari, Metropolitan Vice President came out to walk through the tunnel. It’s only fitting that the 2 chapters can participate in such a worthy event that benefits the local community.

NAZ ‘MEETS THE COMMISSIONER

Nazer Ali, NJASSE President Elect, with NJDEP Commissioner Lisa Jackson at the Environmental Business Council’s “Meet the Commissioner” breakfast at the Hilton Woodbridge Hotel on April 10th. The Commissioner discussed the direction in which she is leading the NJDEP, possible responses to climate change and the department’s site remediation alignment plans. Attendees had the opportunity to engage in a candid and lively question and answer session with the Commissioner on ways the state can protect the environment while sustaining our economy and protecting jobs.

APRIL MEETING WINS BIG TURNOUT IN ATLANTIC CITY

The April technical meeting was held jointly with New Jersey, Penn-Jersey and Long Island Chapters of ASSE along with the NJ College Health and Environmental Safety Society (CHESS). Linda Tapp, President of Crown Safety was the presenter, providing the audience of 50+ with fun games and tools to make safety training memorable. Stephanie Altis-Gurnari, Metropolitan Chapter Vice President and Bob Sagendorf, New Jersey Chapter President worked together to offer the meeting in conjunction with the New Jersey Safety Council’s Safety Expo 2007. ASSE members in attendance for the free technical meeting were also invited to visit the Exhibitor’s Hall to meet vendors in the safety industry.

Courtesy of Metro ASSE

Photo: Stephanie Altis-Gurnari, Mike Murray, Jack Fearing and Molly and Meghan Murray. Photographer: Vince Gurnari

NJASSE members manning the booth at Safety Expo 2007 in Atlantic City:  
Back Left: Daniel Rollino, Bill Flaherty, Kristin Kelley, Alex Ruiz,  
Front: Jack Fearing, Joanne Kreisberg
series of five standards that have been sent to ANSI for approval.

ANSI/ASSE Z359.2-2007 standard is the first approved standard in a series of standards that focus on fall protection and related systems. It was approved by ANSI on April 23, 2007. The standard establishes guidelines and requirements for an employer’s managed fall protection program including policies, duties and training; fall protection procedures; eliminating and controlling fall hazards; rescue procedures; incident investigations; and evaluating program effectiveness.

The purpose of the standard is to help organizations develop and implement a comprehensive managed fall protection program that identifies, evaluates and eliminates, or controls, fall hazards through planning, proper training, proper installation and use of fall protection and rescue systems, and implementation of safe fall protection and rescue procedures.

“The committee is very excited about the recent approval of Z359.2-2007, which is the first in a family of five standards that have been sent to ANSI for approval,” said Z359 ASC Chair Randall Wingfield. “This is an important development in fall arrest protection because there has been no change to the fall arrest/protection consensus standards in 20 years, yet falls remain one of the top four causes of on-the-job fatalities. The current approved standard, the four additional standards sent to ANSI for approval and the 12 additional fall protection standards in process make up the framework for a future comprehensive fall protection code.”

ASSE serves as the secretariat for the Z359 Accredited Standards Committee (ASC) on fall protection and related systems. There are currently four additional Z359 standards submitted to ANSI for approval: Z359.0, Definitions and Nomenclature Used for Fall Protection and Fall Arrest; Z359.1, Safety Requirements for Personal Fall Arrest Systems, Subsystems and Components; Z359.3, Safety Requirements for Positioning and Travel Restraint Systems; and Z359.4, Safety Requirements for Assisted-Rescue and Self-Rescue Systems, Subsystems and Components. The Z359 ASC is also currently working on a comprehensive fall protection code that will include 12 additional standards for release sometime in 2008.

The Z359.2-2007 standard, Minimum Requirements for a Comprehensive Managed Fall Protection Program, 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.

American Society of Safety Engineers
to the program, the development of a written program that defines your organizations requirements for driver selection, training, vehicle maintenance, and safe vehicle operations. Like any other safety procedure, it should be developed in conjunction with the operations organization and departments whose employees will be expected to drive facility-based vehicles as part of their job responsibilities. Once developed and approved, the fleet safety procedure should be rolled out in a manner that will not restrict procedures and work routines that are already in place. For example, a “phased” implementation schedule is suggested for those elements which are new and/or require special preparations to implement. Needless to say, the schedule should not be open-ended.

Some specific areas that you should consider for your facility-based fleet safety program include:

**Driver Qualifications and Training** – Driver selection and training requirements for facility based drivers should be the same as other drivers in your organization. If a driver demonstrates unsafe behaviors they should be place in the company disciplinary programs just as if they violated any other safety rule or regulation.

**Occasional Drivers & Non-Employee Drivers** - Employees who drive a company pool vehicle or rent vehicles to conduct company business must be held to the same standard and qualifications as an employee who drives on a regular basis. This should include obtaining a Motor Vehicle Record and completing driver safety training and education programs for each potential driver.

**Vehicle Inspections** – All organizations should have a system in place to ensure that vehicles are inspected and serviced on a regular basis in accordance with organizational policies and procedures. Vehicles should be inspected, at a minimum, in accordance with the vehicle manufacturer’s recommendations, any applicable regulatory requirements, and recognized good industrial practices. The most common type of inspection is the periodic inspection.

Periodic – Each time a driver operates a vehicle and includes gauges, fuel and fluids, wheels and tires, lights, windshield and wipers, and mirror adjustments. Any vehicle determined to be in an unsafe condition should not be operated and all deficiencies noted in the vehicle log.

**Vehicle Sign-Out Logs** – A vehicle sign-out log should be maintained for each vehicle and completed each time the vehicle is operated. Entries in the log generally include driver (and passengers), date used, destination, time in and out, miles driven, and condition of vehicle when returned.

**Manager Observation Rides** – All managers should perform a documented road observation of all drivers under their supervision at least annually. More frequently if the driver has been identified as a high risk. Managers are responsible for taking immediate and appropriate documented action if the driver skills or attitude are deemed to represent a serious threat to their safety or the public’s safety.

**Special Use Vehicles** – Many large facilities have a variety of “special use” vehicles that are necessary to maintain the facility and adjoining property. These types of vehicles include emergency response equipment (i.e., fire trucks, etc.), snow plows, and any other type of vehicle that is required by the organization.

**Investigating and Recording Accidents** – Any occurrence involving a company vehicle which results in damage to any vehicle, injury, death, or property damage must be reported and investigated. Whether the accident happens on the company property or on the highway, it must be reported to the police as soon as possible. If it involves an injury, medical attention must be provided by qualified personnel and the injury must be recorded on the OSHA 300 Log, if appropriate. The employee’s manager is responsible for conducting a documented review of all collisions, and if deemed necessary, will determine appropriate actions in accordance with your company’s policy.

Managing an effective facility-based vehicle program offers some unique challenges for fleet management and safety personnel. The key to success in this type of program is to have it be as similar as possible to other company fleet safety programs in terms of driver selection, program content, training, and enforcement.
Vehicle Selection

According to the Insurance Institute for Highway Safety (IIHS), small cars continue to be the least safe on the highway, but all vehicles, and SUVs in particular, are getting much safer. This is important information for you and your company’s fleet administrator to keep in mind as you plan what types of vehicles to make available to your employees and contractors through your company’s fleet program. That would include both company owned and/or leased vehicles.

While still the leading cause of occupational fatalities, vehicle death rates overall are down 30% since the mid-1990’s, thanks largely to improvements in car design and equipment. When selecting the right vehicles for your fleet, knowing what is rated as the safest vehicles, etc, is important, but the key to fleet safety is still focusing on driver behaviors.

Below is a summary of the IIHS data which indicates that a vehicle’s size and type can make a difference in an accident.

Highest Rates

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Type</th>
<th>Size</th>
<th>Deaths*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevrolet Blazer</td>
<td>2-dr 2WD SUV</td>
<td>M</td>
<td>232</td>
</tr>
<tr>
<td>Pontiac Grand Am</td>
<td>2-dr car</td>
<td>M</td>
<td>160</td>
</tr>
<tr>
<td>Ford Mustang</td>
<td>Sports car</td>
<td>M</td>
<td>150</td>
</tr>
<tr>
<td>Pontiac Sunfire</td>
<td>2-dr</td>
<td>S</td>
<td>179</td>
</tr>
<tr>
<td>Ford Ranger</td>
<td>4WD pickup</td>
<td>S</td>
<td>150</td>
</tr>
</tbody>
</table>

Lowest Rate

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Type</th>
<th>Size</th>
<th>Deaths*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevrolet Astro</td>
<td>Minivan</td>
<td>V</td>
<td>7</td>
</tr>
<tr>
<td>Toyota 4Runner</td>
<td>4WD SUV</td>
<td>M</td>
<td>13</td>
</tr>
<tr>
<td>Lexus ES 330</td>
<td>Luxury car</td>
<td>M</td>
<td>18</td>
</tr>
<tr>
<td>Toyota Sequoia</td>
<td>2WD SUV</td>
<td>L</td>
<td>18</td>
</tr>
<tr>
<td>Honda Pilot</td>
<td>4WD SUV</td>
<td>M</td>
<td>19</td>
</tr>
</tbody>
</table>

Key:  S = small    M = midsize = large    V = very large

*Deaths are per million vehicle years. One vehicle registered for 12 months is a vehicle year.

The report, which IIHS issues every two years, upholds many of its past contentions about size being important to safety and small, sporty cars being a dangerous combination. The report found that midsize SUVs, such as the Honda Pilot and the Ford Explorer, had much lower death rates than small, midsize or large cars and slightly better than even very large vehicles. In other words, although SUV continue to be stereotyped as bad safety performers, the crash data is telling us a different story.

For more information on the report go to the IIHS website at http://www.iihs.org/.

Vehicle Maintenance

Organizations should have formal and comprehensive maintenance procedures and related recordkeeping procedures that meet or exceed the vehicle manufacturer’s recommendations which give maximum consideration to the operating environment. The program must include scheduled maintenance, repairs, and vehicle replacement. Organizations performing their own vehicle maintenance must have appropriate facilities and automotive service equipment to perform the required tasks. When maintenance is performed by vendors, the organization must assess the vendor’s ability to adequately perform the required service.

Scheduled Maintenance – All vehicles must be maintained by qualified automotive service technicians at regular intervals based on miles driven, hours of operation, and/or calendar time. The technician must process the requisite skills and be qualified through experience or training.

Repairs – When defects are reported by drivers, only a qualified technician should be required to repair or replace the item. Safety related defects must be repaired before the vehicle is placed back in service with all appropriate records maintained.

Vehicle Replacement – Company owned and/or leased must be replaced periodically based on a formal pre-determined procedure. Some examples of factors affecting the need for vehicle replacement include total mileage, maintenance frequency and costs, overall condition, safety factors, hours of service, and operating environment.

Selecting appropriate vehicles that are equipped with all appropriate safety features and maintaining your company’s fleet of vehicles in safe condition is a critical component on your fleet safety program.

Developing a comprehensive fleet safety program and enforcing it consistently will ensure that your drivers are safe while performing their responsibilities on the highway. Identify your “high risk” drivers and either change their behavior or ask them to change their employer. It’s that simple.
WHY WATER?

1) Why not beer?
Because it inhibits the release of the antidiuretic hormone (ADH), which retains water in the body. Instead of replacing fluids, you will urinate more frequently and lose body fluids. So what is the best thing to drink? Water!
Your main concern after working or playing strenuously in a hot area is to replace the water lost through sweating. Replacing the electrolytes (sodium, potassium, magnesium, calcium) lost along with the sweat is of secondary importance. (Though you should be sure to include some electrolytes in your diet/intake.)
Water is also best because it is absorbed more quickly than special athletic drinks, beverages, and juices that contain glucose, sodium, potassium, and other ingredients. The higher the concentration of ingredients, the slower the rate of absorption.

2) Drink it “ice cold.”
Studies conducted with cold fluids have confirmed that drinking ice water does not cause cramps. Large volumes of water hurriedly gulped may, however, cause stomach distress. Cold water (40 degrees F) is preferable to warm water for the following reasons:
It is absorbed faster Cold water increases gastric activity, the water enters the intestines more rapidly, where it is absorbed into the system.
It also cools the body better. Cold water can reduce the stomach temperature by 12 to 30 degrees. This helps cool the body's core and reduces the heat stress.

NJASSE AT HABITAT FOR HUMANITY?

Bill Flaherty, NJ Chapter member, and other volunteers helping out the Morris Habitat for Humanity on April 21st at the site in Denville.
This is part of my continuing series of useful links from the Internet. In this installment, we will look at Organizations that are aligned with the EHS field and to help our younger colleagues...comments about any scholarships they provide.

We all belong to one organization or another. The links for many organizations is easy to determine. Many groups use their initials as their web address.

American Society of Safety Engineers, for example uses www.asse.org, as does AIHA and ACHMM, namely www.aiha.org and www.achmm.org. By the way, all three organizations offer scholarships both at the local level and the national organizations.

To get the full benefits from any of these websites, you need to be a member to access their members-only pages. If you like what you see on their free pages, maybe you’ll find it worthwhile to join. Let’s look at some of those links:

- **American Welding Society** (http://www.aws.org/) – on their homepage they have some industry updates you may find useful. Also, their foundation provides scholarships. See the link on their homepage.

- **American Society of Heating, Refrigerating and Air-Conditioning Engineers** (http://www.ashrae.org/) – many of us who deal with indoor air quality know about ASHRAE’s publications, which you can order from their website. And they provide grants and scholarships.

- **The Indoor Air Quality Association** (http://www.iaqa.org/) – since I mentioned IAQ, let’s look at their organization. On their homepage they have several links to various IAQ topics like mold and remediation after a disaster.

- **Blast Injury.org** (http://www.blastinjury.org/) – this is a website that I found from another source, who quoted information from this site. They describe themselves this way:

  We are a group of academic, University-based emergency physicians with special interest in blast related issues. Because physicians in the USA have only limited experience in the evaluation and treatment of blast related injures, we have formulated this web project to bring together, in one location important resource information for the use of emergency physicians, nurses, and other practitioners as well as pre-hospital care personnel. You can find information about injuries and the physics of explosions. Be cautioned – there are some graphic photographs on these pages.

- The **National Board of Boiler and Pressure Vessel Inspectors** (https://www.nationalboard.org/) and the **American Society of Mechanical Engineers** (http://www.asme.org/) – another website that may be familiar to many of you safety pros as these are the groups that certify pressure vessels and train the inspectors. ASME offers a scholarship – do a search on their website for the link.

- **Compressed Gas Association** (http://www.cganet.com/) – this organization is referenced in the OSHA standards and you need to purchase their publications if you do any work with compressed gases. Many of their safety alerts can be downloaded for free.

- **International Code Council** (http://www.iccsafe.org/) – I found this organization after I had gotten involved in building industrial building renovations where we were dealing with use and storage of hazardous materials, including flammables. Sure NFPA has standards that many “authorities having jurisdiction” follow, but when the building has to be inspected by the Code officials, more and more cities and states are following the International Building Code...which can be purchased from them.

- **National Fire Protection Association** (http://www.nfpa.org/) – this is the leader when it comes to information on fires, hazardous materials and analogous topics. NFPA has a large amount of free publications that you can download. There standard on Business Continuity Planning (1600) is available for free. Yours truly has recently been appointed to the Technical Committee to help rewrite standard 1620 – Pre-emergency Planning.

While we are talking about organizations that I’m involved with, let me end this month’s installment with links to Prevent Blindness. Eye safety is everyone’s concern whether you are working, playing sports or working on your hobbies. You only get one pair of eyes, protect them. Go to http://www.preventblindness.org/ for the national organization or to http://www.preventblindnessct.org/ for the Tri-State Chapter (NJ, NY & CT).

Until next time, keep sending those links or if you would like to see a column on a special topic, send an email to me at RegulatoryMavin@yahoo.com
NEW JERSEY ASSE CHAPTER NEWSLETTER

NJ ASSE CHAPTER NEWS

NEW MEMBER RECOGNITION

WELCOME NEW MEMBERS!!

Juan M Reyes
Christian Bittar
Larry M Cohen
Dehong Kong

MEMBER RECOGNITION

At SAFETY 2007 in Orlando, FL

Mr. Jack Fearing will be presenting Session #771 Planning and Conducting Comprehensive EHS Audits – A Critical Component of Your Global Compliance Programs—Wednesday, June 27th from 1:45PM to 3:00PM

Barry Weissman will be presenting Session #743: Emergency Response Planning: New York City Mandate - A Case Study - Wednesday, June 27 from 11:00 AM – 12:00 Noon

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

2006-2007 REMAINING MEETING SCHEDULE

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<td>June 27, 2007</td>
<td>Webinar</td>
<td>Creating a Safety Accountability Program</td>
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<td>Sponsored by Travelers</td>
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SEE YOU IN SEPTEMBER!! THANKS TO OUR MEMBERS FOR MAKING THIS YEAR ONE OF OUR BEST!!

NJ ASSE OFFICERS FOR 2006-2007

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<thead>
<tr>
<th>Position</th>
<th>Name</th>
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<td><a href="mailto:Treasurer@njasse.org">Treasurer@njasse.org</a></td>
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<td><a href="mailto:Past-president@njasse.org">Past-president@njasse.org</a></td>
</tr>
</tbody>
</table>

Chapter Stars Recognition Program

Chapter Stars Points
1020
Only 980 to go
in the Denville area. On April 22nd, Jack Fearing represented our chapter at the Walk-Run Challenge at the Lincoln Tunnel to support Special Olympics. Numerous chapter members participated at a Roundtable seminar, titled “Best Practices: Evaluating Global Key SH&E Performance Indicators” on April 25, 2007 at Honeywell in Morristown. A special thanks to Past President Joe Schwed for his cordial invitation to use the Honeywell site.

May 2nd was our Spring PDC. The topic was Nanotechnology and was hosted by our Past President, Joe Piccolo at Roche Molecular Systems, Branchburg, NJ. We had a great time. Special thanks to Joe Piccolo, Alex Ruiz and Mary Bell for their hard work in making this PDC another great event! On May 9th, we had numerous members attend the seminar, “Saving Lives and Saving Money!” hosted by the NNJECA-IBEW-OSHA Construction Industry Safety Partnership.

May 6th-12th was NAOSH week. Pat Delaney, NAOSH Week Chairman, and Jack Fearing, our Public Affairs Chairman did a great job planning this event. Press releases were distributed to several news media, a Teen Safety PowerPoint presentation, a 10-hour construction safety outreach training program was taught to a local municipality and a proclamation from the Governor’s Office, participation in a safety bike rodeo and participation in the Governor’s Annual Safety Awards program to name a few.

Our May meeting was a joint breakfast meeting at the International Union of Operating Engineers Local 825, in Jamesburg with Penn-Jersey Chapter. At this meeting, we listened to an excellent presentation on Excavation Safety, by our Construction Chairman, Ken Bogdan. Afterwards, we had the opportunity to demonstrate our skills on a few excavators and backhoes. See pictures for details. Special thanks to Len Hull, Assistant Director of the Training Center and Bill Byrne, Lead Instructor for allowing us to utilize their excellent facility. During this meeting, we announced that our chapter awarded three $1,000 Joyce Cunningham scholarships to Ashlee Stephan, Victoria Morgan and Jennifer Ayres. Congratulations!!

Our annual election of officers is underway. Please take 2 minutes of your time and cast your vote. Voting is being performed electronically. Ballots were mailed to members last month. Results of the election will be announced in June. If you are interested in serving on the Executive Board, please e-mail me at president@njasse.org

Our next meeting will be on June 27th. It will be a Webinar, sponsored by Travelers Insurance Company. The topic is “Creating a Safety Accountability Program.”

Look forward to seeing you at our next event. As always, we welcome your comments and ideas.

Have a SAFE day!

Robert J. Sagendorf, CSP, CHST

Robert Sagendorf, NJ Chapter President, (fourth person from left) conducted an OSHA 10-Hour Construction Safety Outreach Training for the employees of the New Providence Department of Public Works during NAOSH Week 2007

Patrick Delaney, NJ Chapter member and NAOSH Week 2007 Coordinator observes a child demonstrating proper hand signaling during a community-wide bike safety rodeo that the chapter participated in during NAOSH Week 2007.