

The Current Flow

A Safety News & Info Publication of the Loss Control Department

Emergency Contact Information

By Royce Anderson

Did you know that "safety" is defined as a condition of being safe; freedom from danger, risk, or injury?

"Emergency" is defined as a sudden, unexpected, or impending situation that may cause injury, loss of life, damage to property and/or interference with the normal activities of a person or firm and which, therefore, requires immediate attention and remedial action.

We provide a service that most of our consumers do not understand. They may only notice something is wrong when the lights (power) go out. We, on the other hand, have a clear understanding of what it takes to provide safe, clean, and affordable electric power.

Our ultimate goal is for all employees to be healthy and remain safe when on the job. We sometimes quote an old cliché: "We want all employees to go home the same way they came to work". We enjoy the idea of not having an accident or never having something go wrong. The reality is that things sometimes do go wrong. When they do go wrong we need to be willing and able to handle them in the most efficient and professional way possible.

We can ask employees to volunteer emergency contact information to the company. The emergency contact information is kept under lock and key until needed. The emergency contact infor-

mation is only used when an employee has an emergency where they are unable to make contact with family. The emergency contact information may include: names, phone numbers of the person(s) to contact in case of emergency, name(s) of children and person who has authorization to pick them up from school, etc.

These precautions will not prevent the event that we could be faced with, but they could eliminate many mishaps such as: family members finding out about a loved one's accident from friends or neighbors, or a loved one showing up at the accident site. An emergency contact information policy will allow you to save valuable time by calling the selected person(s) and filtering only needed information.

You may consider icing your cell phone. Paramedics are asking that everyone add at least one additional entry to their cell phone contact list. Please add an ICE entry. ICE stands for In Case of Emergency. This number should dial the person in your family that can respond to medical decisions if you are injured or incapacitated.

If you are in an accident, paramedics know to check your phone for your emergency contact information. Imagine taking a look and trying to figure out who to call out of the twenty or more numbers on your phone. By adding a contact entry



We're on the web!!
crea.coop

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Heimlich Maneuver *By Suzette Bollinger*

"It was pretty scary." Those were the words of MCREA member Melinda Jensen about a recent incident where safety and first aid training, conducted by Morgan County REA, paid off.

Melinda brought her two-and-a-half year old daughter Bailee with her into MCREA's office. As Melinda was paying her bill, little Bailee popped a piece of hard candy into her mouth...and began to choke. Director of External Affairs Dave Henderson - whose office is near the front counter - sprang into action and performed the Heimlich Maneuver on the little girl, dislodging the piece of candy. Thankfully, although she was shaken up a bit, Bailee was no worse for the experience. "She's doing fine," her mother said. "Actually, a half hour later she wanted lunch."

The Heimlich Maneuver is just one of the techniques taught to cooperative employees on a regular basis during first aid and CPR training, according to Suzette Bollinger, Regulatory Compliance Coordinator with Colorado Rural Electric Association. "Cooperative linemen are required by law to be trained, but most cooperatives - including Morgan County REA - take it a step further and provide the training to ALL employees," she said. Employees are taught to think and act fast in emergency situations and to have the courage to step forward and "do something".

Often times, people are afraid to help or get involved. Sometimes a person will just freeze, unable to motivate themselves to move forward to help. That's something that Bailee's mother can attest to. "It's amazing how, when it's your own child, you

really can kind of freeze," she said.

Choking is the fourth leading cause of death in children under five. Every five days, one child will die from choking in the United States. Bollinger says education on causes, prevention and what to do if your child is choking can impact your child's chance of survival. She suggests taking a first aid class and learning how to properly perform the Heimlich Maneuver. For more information, Google "Heimlich Maneuver" or "Choking".

Electric cooperatives have historically placed a high value on safety. Cooperative vehicles are equipped with better than average first aid kits, fire extinguishers and in some cases, Automatic External Defibrillators (AEDs). Morgan County REA currently has an AED in their lobby and has just ordered two for their vehicles. These first aid supplies and the equipment, in addition to the skills learned, are often used to give aid to the general public.

As with most rescuers, Henderson doesn't feel like he deserves any special recognition. His praise goes to the cooperative and to those that have given him the knowledge and training of first aid techniques so that he could be of service. "I'm just glad I was there and I'm glad I knew what to do," he said.

In a tender moment, Bailee searched Dave out in the group of onlookers gathered around as she left the office and gave him a timid wave. In her own special way she showed her gratitude. Many were touched by this tiny person's expression of thanks, including her mother. "I'm grateful to Mr. Henderson for his quick action."

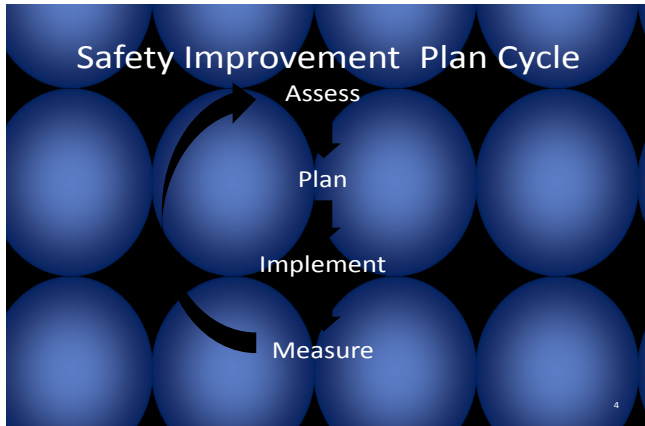
Accident Investigations *By Michael Weideman*

While all accidents, including near misses, should be investigated; the extent of the investigation shall be reflective of the seriousness of the accident. If there is a fatality or the hospitalization of three or more employees from the incident, OSHA needs to be called and notified.

The objective of an accident investigation is to identify and describe the true course of events (what, where, when), identify the direct and root causes or contributing factors to the accident (why), and to identify risk reducing measures in order to prevent future accidents. An accident investigation is NOT about finding blame.

Investigation of major accidents; usually caused by multiple, inter-related causal factors; should be performed by a multi-disciplinary investigation team supported by suitable, formal methods (i.e. Root Cause Analysis, Events and Causal Factors Charting, Events and Causal Factors Analysis) for accident investigation. A comprehensive accident investigation should analyze the influence of all relevant factors on the accident sequence. Relevant factors might span from technical systems to equipment to personnel at all levels within a company or organization.

Remember, an accident investigation is not to find blame or fault but to determine the causes so the same accident will not happen again.



**“SAFETY IS NEVER DONE!
YOU’RE ALWAYS WORKING ON IT!”**



JTS Schedule March

Date	Location	Details
February 29, 2012	GCEA	Accident Reporting/Accident Investigations
March 1, 2012	EEA	Job Briefings
March 5-7, 2012	CREA	TapRoot Accident Investigation
March 7, 2012	MPEI	Hazard Recognition
March 12-14, 2012	CREA	Strategy Lab
March 14-15, 2012	SLVREC	

The Current Flow is a publication of the Safety Training & Loss Control Department of the Colorado Rural Electric Association.

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Hazards Associated with All-Terrain Vehicles (ATVs) in the Workplace - Part 1

By Greg Burrell



Safety and Health Information Bulletin SHIB 08-03-2006

This SHIB is intended to address any motorized off-highway vehicle designed to travel on low pressure tires, having a seat designed to be straddled by the operator and handlebars for steering control, for use by a single operator and no passenger, and used to carry only those amounts of cargo that do not exceed the manufacturer's limits for the front and rear racks.

- ⇒ This Safety and Health Information Bulletin is **not** a standard or regulation, and it creates no new legal obligations.
- ⇒ The Bulletin is advisory in nature, informational in content, and is intended to assist employers in providing a safe and healthful workplace.
- ⇒ Pursuant to the *Occupational Safety and Health Act*, employers must comply with hazard-specific safety and health standards promulgated by OSHA or by a state with an OSHA-approved state plan.
- ⇒ In addition, pursuant to Section 5(a)(1), the General Duty Clause of the Act, employers must provide their employees with a workplace free from recognized hazards likely to cause death or serious physical harm.
- ⇒ Employers can be cited for violating the General Duty Clause if there is a recognized hazard and they do not take reasonable steps to prevent or abate the hazard.
- ⇒ However, failure to implement any recommendations in this Safety and Health Information Bulletin is not, in itself, a violation of the General Duty Clause.
- ⇒ Citations can only be based on standards, regulations, and the General Duty Clause.

Preface

Although the majority of all-terrain vehicle (ATV)-related injuries and deaths occur during recreational use, ATV use in America's workplaces is widespread and increasing, particularly in the agricultural industry. Injury and fatality statistics for ATV recreational use may provide some information about likely trends in the workplace.

Although these statistics were only for recreational use of ATVs (occupational injury data for ATVs is not collected, compiled and reported in the same manner as that for recreational use), employees who use ATVs while doing their jobs are exposed to hazards similar to those experienced by recreational users.

As ATV use increases in the workplace, employers and employees can reduce the risk of injury by modifying work practices, operating ATVs within manufacturer's limitations, wearing helmets, and obtaining vehicle-specific training.

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I Just Wanted To Do It *By Dan Whitesides*

BUTTE — Why did a sober, middle-aged man lead Butte police on a dangerous, high-speed chase through Butte and on the interstate early Thursday?

"I just always wanted to do that," he said, according to the Butte police report.

John C. Hughes, 55, is accused of trying to evade a police patrol by driving at high speeds through Butte and on the interstate just to see what it would be like, police reported.

Hughes likely found out it involved severe tire damage, because police used "stop sticks" to deflate his tires during the chase in order to get him to stop, according to the police report. Hughes was arrested without further incident and faces a misdemeanor charge of reckless driving while eluding police.

Investigators say Hughes wasn't intoxicated and they didn't find drugs or other contraband in his vehicle. Sheriff John Walsh said the man allegedly told officers afterward that he always wanted to see what it would be like to be in a chase with police.

"That's the first time I've ever heard of anything like that," the sheriff said.

This article from a recent Montana newspaper, and the actions of this driver, makes you scratch your head and say "What? He just wanted to!" Not quite as obvious, but the same thing can be said of our actions when it comes to safety.

Each of us get rushed or hurried, or just complacent, and we take short cuts that aren't safe and may cause us to have an injury. Things like; not locking equipment out, not wearing the proper PPE for the task and, skipping the safety checklist; for example. You know what they are, as you've probably stopped at some point and made a conscious decision to forgo following the safe way to proceed.

That's what this Montana driver did. He decided he just wanted to "do it", so he did. Now many of you may think it's no big deal as he didn't get hurt during the incident. The key to this is no one got hurt THIS TIME.

The scenarios are endless as he was doing what he wanted on the high speed chase. The police could have crashed, someone could have walked out in the road, he could have lost control due to the stop sticks, etc. The fact is he not only put HIS life in jeopardy but the lives, and well being, of all those in the community.

March is American Red Cross Month

Each year, the president of the United States proclaims March "Red Cross Month"

How did this tradition come about?

Since Clara Barton created the American Red Cross in 1881, it was largely dependent for publicity and funds on the spontaneous support of people who learned of catastrophic events and the Red Cross response to them. News of an event broke. The American Red Cross rushed to the scene with help. People around the country came forth with outpourings of volunteer assistance and donations of funds and supplies.

A change occurred in 1917, when the United States entered World War I. After declaring war, President Woodrow Wilson ordered the American Red Cross to raise funds to support its aid to the military and civilians affected by war, as Congress had mandated. In response, the Red Cross held its first national War Fund drive in June 1917 and set as its goal \$100 million, an astoundingly large sum at the time. The public response was immediate and overwhelming.

After the War, the Red Cross decided to make the Roll Call an annual membership and fundraising drive. In addition, it conducted special appeals from time to time in response to major disasters. In November 1941, with war in Europe, the Red Cross conducted a highly successful 25th Annual Roll Call. A few days later, the Japanese attacked Pearl Harbor and the United States entered World War II. The American Red Cross responded immediately by declaring a War Fund campaign. By June 1942, it had raised more than \$66 million.

In 1942, President Franklin D. Roosevelt declared the month of March 1943 as "Red Cross Month." The Red Cross set a goal of \$125 million, the largest amount ever requested in one campaign by any American organization. Again, the response was overwhelming. It took less than six weeks to reach the target. By June 1943, donations totaled nearly \$146 million. Roosevelt called it "the greatest single crusade of mercy in all of history."

As part of the tradition, the President customarily issues a proclamation each year declaring March as Red Cross Month.

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Hazards Associated with All-Terrain Vehicles (ATVs) in the Workplace - Part 1

Background

ATVs are used in a wide variety of America's workplaces, including law enforcement, agriculture, construction, oil production, and facilities management. It is imperative that employers and employees take the necessary steps to ensure that ATVs are operated safely to minimize the number and severity of workplace accidents.

The Occupational Safety and Health Administration (OSHA) has investigated a number of workplace fatalities involving ATVs and is aware that ATV-related injuries and fatalities continue to occur in workplaces throughout the United States.

**Table 1: Bureau of Labor Statistics
ATV Occupational Fatalities & Injuries**

Year	Fatalities	Injuries *
2001	14 ⁽ⁿ⁾	240
2000	16	135
1999	13	227
1998	9	59
1997	9	56
1996	16	246
1995	9	186
1994	9	246
1993	7	117
1992	11	113
Total	113	1625
* Nonfatal occupational injuries and illnesses involving days away from work, including those with or without restricted work activity.		
ⁿ Excludes September 11th terrorist attacks		

OSHA accident investigation data dating back to 1990 include 24 occupational fatalities and 26 occupational injuries that involved operating an ATV.

OSHA's data indicate that seven serious injuries and fatalities resulted from unbalanced loads and loads in excess of the ATV's specified limits; four of these involved overloading the rear cargo rack.

The other causes of occupational accidents noted during OSHA investigations included:

1. Operating at excessive speeds for the terrain/operation;
2. Operating ATVs on paved roads;
3. Not wearing a protective helmet;
4. Insufficient or no training; and
5. Carrying passengers.

Description of Hazards

ATV Terrain and Operating Conditions

One reason employers may elect to use ATVs is that they enable employees to traverse rough terrain and get to remote locations quickly. However, it is very important that operators drive at a safe speed to accommodate the changing terrain (rocks, logs, ditches, and other obstacles) and to reduce the risk of overturning or rolling over the ATV. Traversing a slope also presents a rollover hazard to ATV operators.

- Rolling over or overturning an ATV is one of the leading incidents that result in fatalities
- About 46 percent (23 of 50) of the occupational injuries and fatalities OSHA investigated (1990 – 2003) occurred when the ATV overturned.

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- According to the investigation reports, operators overturned as a result of:
 - ◇ excessive speed,
 - ◇ unstable load,
 - ◇ rough terrain, and
 - ◇ excessive incline.
- ATVs are specifically designed for off-road use and are not intended to be driven on concrete or paved roads. Injuries and fatalities can occur as a result of collisions with other vehicles and as a result of the difficulty of controlling an ATV on pavement.

Load Limitations and ATV Modification

ATVs are engineered for certain operating conditions and for handling specific loads. Modifications to an ATV may alter its performance and increase the potential for an accident. Any modification to an ATV should be performed only after obtaining approval from the manufacturer. Modification includes the use of after-market products that are sold as accessories. Employers and drivers should read the operator's manual to understand the limitations of ATVs. The cargo (front and rear racks) and passenger weight limits of an ATV should not be exceeded because it affects the ATV's maneuverability and performance. As stated earlier, exceeding an ATV's weight capacity is a common cause of serious ATV accidents.

- ATVs are not typically designed to carry passengers, and a common mistake made by ATV operators is to allow a passenger on their ATV.
 - ⇒ To effectively steer and control an ATV, the driver often needs to make quick body weight shifts combined with acceleration and braking
 - ⇒ A passenger can impair the safe operation and maneuverability of the ATV and the additional passenger weight may exceed the manufacturer's weight limit for the ATV.
 - ⇒ Passengers are put at a high risk of injury when riding on an ATV.
- The CPSC reported that up to 20 percent of recreational ATV injuries occur to passengers.
- OSHA's data indicate that two occupational injuries occurred when passengers were carried on ATVs designed only for the operator.
 - ⇒ In one case, a passenger was thrown from the ATV during a turn.
 - ⇒ In the other, the passenger was pinned under the ATV when it overturned.
- In both cases, vehicle instability created by the additional rider likely caused the accident.

ATV Operator Qualifications and Training

Inexperienced drivers face a higher risk of injury according to the recreational data collected by CPSC. During the first month of operation, new recreational ATV drivers have an injury rate 13 times higher than the overall average injury rate for ATV operators. Further, the CPSC's data indicate that almost half the injured drivers had less than one year of experience and one-fourth of the injured drivers had less than one month of experience. The often severe terrain and operating conditions, along with the unique handling of ATVs, necessitate proper training, practice, and experience.

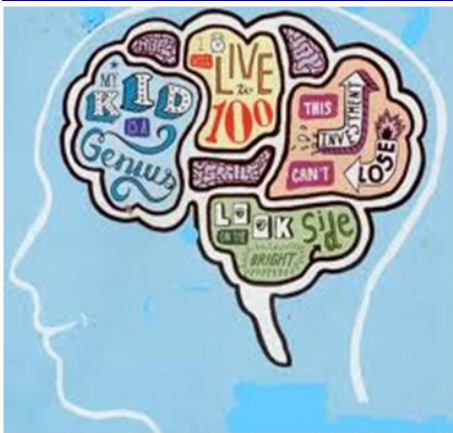
Personal Protective Equipment

Personal protective equipment is strongly recommended when operating ATVs.

- The potential rollover hazards require the use of a DOT-approved helmet.
- According to a study of recreational ATV-related deaths in West Virginia, 65 percent of the deaths resulted from head and neck injuries.
- Of these fatalities, three-quarters of the ATV users were not wearing a helmet at the time of the incident
- CSPC indicates that 25 percent of those who died from head injuries sustained in recreational ATV accidents would have lived if they had been wearing a proper helmet
- In addition to helmets, appropriate boots, gloves, and goggles should also be worn.

Optimism Bias and the Illusion of Invulnerability

By Teri Jirik



If there are no good reasons for breaking safety protocols why are there so many excuses for not adhering to safety procedures?

Why does it seem so difficult to wear PPE, follow regulations, and reduce the serious consequences (not only for the employee but for their families) of breaking those rules?

When you hear the excuse, “It doesn’t fit right” or “it’s uncomfortable” the fix can be fairly straightforward. If you hear “I forgot” or “I didn’t have time to put it on”, those are just reasons that really don’t fly. But when you are dealing with “I’ve been doing it that way for years and so far, so good” or “I won’t get in an accident”, you are probably faced with Optimism Bias: otherwise referred to as the Illusion of Invulnerability.

Optimism bias is the demonstrated systematic tendency for people to be overly optimistic about the outcome of planned actions. This includes over-estimating the likelihood of positive events and under-estimating the likelihood of negative events. Many of us are convinced we have the winning lotto numbers at the instant the ticket is handed across the

counter. People miscalculate their chances of experiencing very rare events, including negative events.

This human tendency for optimism could be a consequence of how our brains are hardwired. The belief that the future will be much better than the past, and present, transcends gender, age, education, nationality, region and socioeconomic brackets.

A brain-imaging study found that, when imagining negative future events, signals in an emotion center of the brain (amygdala), are weaker than when remembering past negative events. In other words: when people learn, their neurons



encode desirable information that can enhance optimism but fail at incorporating unexpectedly undesirable information.

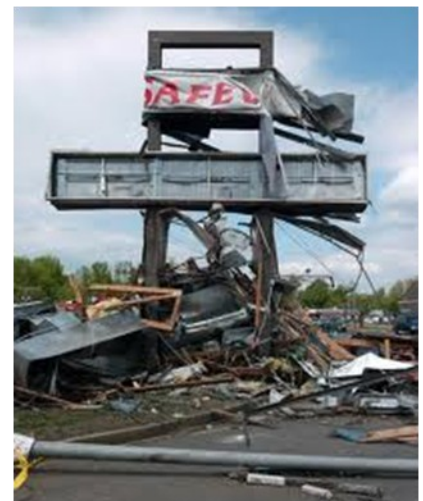
The overconfidence bias may be adaptive or protective in some situations. The human capacity to envision a different time and place is, in fact, critical to our survival. Without the ability to foresee a better tomorrow, we would all be “on the ledge” at the moment of seemingly irreconcilable crisis. Research shows that most of us spend less time mulling over negative outcomes than we do over positive ones. When we do contemplate defeat and heartache,

we tend to focus on how these can be avoided.

Predictably, the overconfident may also inadequately react to punitive measures and incentives, undermining the deterrent effect of liability rules. Optimistic biases in personal risk perceptions are important because they may seriously hinder efforts to promote risk-reducing behaviors. If people believe they are not susceptible to accidents, or less susceptible than others, it may be more difficult to convince them to adopt prudent precautions.

Identifying and redirecting this misconception may prevent injuries and save lives.

(Information Sources: Safety + Health February 2012 Not Invincible How Identifying behavioral traits may improve safety by Keith Howard; Optimism Bias Wikipedia; Time Health, The Optimism Bias by Tali Sharot; Bloomberg Businessweek, The Curious Paradox of 'Optimism Bias' by Dan Ariely, Optimistic Biases About Personal Risks by Neil D. Weinstein



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Emergency Contact Information



that is designated as an emergency contact number (ICE), you can make their job much easier and possibly save your own life.

After you program ICE into your phone, have your spouse, your kids, your parents, and your friends do the same thing. If there are people in your life that you care about, they should all have ICE on their phones.

Be sure to check out Part 2 of "Hazards Associated with All-Terrain Vehicles in the Workplace" in the April Issue of *The Current Flow*

Safety Quote Corner

Safety means first aid to the uninjured.

Protect your hands, you need them to pick up your pay check.

Safety...Did it, done it, doing it tomorrow.

Shortcuts cut life short .

If you don't think it will happen to you, find the person who had it happen to them.

Forklift Safety Rules

By Dan Whitesides

Forklifts are excellent labor saving devices. They save time and reduce the likelihood of injury associated with manual material handling activities. However, forklifts can become very dangerous if operated by a reckless or untrained operator. All operators should receive safety training prior to being allowed to operate a forklift.

Forklift accidents tend to be very serious, involving both personal injury and damage to property. These accidents can be avoided if operators use some common sense and follow safe operating procedures. Do not operate a forklift until you have been properly trained and authorized to do so.

Basic Forklift Safety Practices

Here are a few common safety rules to follow during forklift operation:

1. Use the seat belt. It will keep you secured in the seat in the unplanned event of a tip over.
2. A parked forklift should have the forks flat on the floor with the controls set to neutral and with the parking brake set.
3. A forklift is considered to be "unattended" if the operator is more than 25 feet away or if the forklift is out of the direct vision of the operator. Unattended forklifts should be parked with the power turned off.
4. When operating the forklift on inclines, the load should always be on the uphill side of the incline. Drive forward going up the incline. Drive backward going down the incline.
5. When traveling without a load on the forks, keep the forks approximately four to six inches off the floor.
6. Never allow anyone to walk underneath a raised load.
7. Stop at all blind corners to check for other traffic in the area. This includes other forklifts and pedestrians. Honk your horn and look before you proceed.
8. If carrying a tall load that blocks your forward vision, drive in reverse and turn your head so you can see where you are going.
9. If operating around other forklifts, maintain a three-forklift length distance between forklifts and never attempt passing. Never drive a forklift up to the back of a person who is unaware that the forklift is behind them.

FORKLIFT SAFETY IS FOR EVERYONE'S BENEFIT