

## Texting While Driving Bans Are a 2-Way Street

Nearly 50% of Canadians have admitted that to typing on a cell phone while driving on at least one occasion. And here's another statistic: People using a phone or other handheld device while they drive are 8 times more likely to get into a crash or close call than those who drive undistracted. For these reasons, many employers have adopted OHS policies banning workers from texting while driving or operating heavy machinery.

Distracted driving is a real problem and bans on texting and driving are essential to dealing with it, especially for safety-sensitive operations. But those bans also run in both directions. If the person at the other end of the text is a co-worker, supervisor or other staff member, you're empowering the violation and seriously undermining the policy and your legal capacity to enforce it.

You need to ensure that your distracted driving policy addresses both the texter and textee. Emphasize that supervisors and workers shouldn't text other workers while they're doing their job when they know or should know that the person they're texting is driving, operating heavy machinery or performing other safety-sensitive tasks requiring 100% attention.

The average driver has about 3,000 things to keep track of when driving during rush hour including pedestrians, lights, signs, passengers, road conditions, construction, other vehicles, cell phones, and objects on the road.

- Establish a policy that prohibits workers from using cell phones and similar devices while operating a company vehicle or operating their own vehicle while on company business.
- Ensure work schedules are established that allow employees to focus on driving and not their work while operating a vehicle.
- Install hands-free electronic device capability on company-owned devices.
- Instruct workers to have a voicemail message that indicates they are driving and cannot respond to calls.
- Educate workers on the risks of distracted driving.

This poster is offered free from the [CCOHS Website](http://www.ccohs.ca)

### Don't be **X** DRIVEN to DISTRACTION

Driver distraction is a factor in about 4 million motor vehicle crashes in North America each year.

### What are the CHANCES?

Drivers who are engaged in the following distractions are **X** times more likely to be in a crash or near-crash event compared with non-distracted drivers.

Text messaging	Talking on a cell phone	Reading	Personal grooming	Reaching for a moving object	Dialing on a hand-held device
23 times	4-5 times	3 times	3 times	9 times	3 times

**Did you know?**

A fighter pilot\* has about **300** items to keep track of during a regular flying mission  
\*In a non-combat scenario

The average driver has about **3,000** things\* to keep track of when driving during rush hour  
\*Including pedestrians, lights, signs, passengers, road conditions, construction, other vehicles, cell phones, and objects on the road

All provinces, along with Yukon and Northwest Territories, have some form of cell phone or distracted driving legislation in place.

### Tips to eliminate or minimize DISTRACTIONS

FAMILIARIZE yourself with the route and directions.	SET your radio station or music device prior to driving.
PRE-PROGRAM your route into your GPS device.	LISTEN to your GPS device; don't look at it.
PUT any reading materials or distracting objects away in the trunk.	ALLOW calls to go to voicemail. If you <b>must</b> make or take a call, pull over to a safe location.
<b>X</b> DO NOT EAT, DRINK, GROOM, or SMOKE.	AVOID emotional or stressful conversations while driving.
KEEP your eyes and mind on the road.	KEEP both hands on the wheel.


### What can EMPLOYERS do to help?

- ESTABLISH a policy that prevents workers from using cell phones while operating a vehicle while on company business.
- ENSURE work schedules are established that allow employees to focus on driving and not their work while operating a vehicle.
- INSTALL hands-free electronic device capability on company-owned vehicles.
- INSTRUCT workers to have a voicemail message that indicates they are driving and cannot respond to calls.

EDUCATE workers about the risks of distracted driving.

**A** Allow plenty of travel time

**B** Reduce the Risk No Phones While Driving



Canadian Centre for Occupational Health and Safety

## In the Courts

Review the bulletin below and click on the link to know more if this hazard could occur in your workplace.



### [May 3, 2022 Fatality Results in \\$120,000 Fine for Perth County Fabrication](#)

Perth County Fabrications (“Perth”) was retained to fabricate and install structural steel upon which concrete would be installed at a construction site for construction of a multi-storey building. An engineer conducted a site visit and found that the precast concrete slabs on the second floor of the building under construction did not bear sufficiently on the structural steel beams.

The engineer’s report stated that no load should be placed on top of the concrete slabs until the matter had been addressed properly. The report also recommended that the areas above and below the concrete in question should be taped off so that no person was under or on top of these slabs. At a meeting between the construction contractors that included Perth, a determination was made that the structural beams in the area in question had been installed incorrectly and a plan was put in place to rectify the problem.

The plan required the pre-cast concrete contractor to remove the slabs on the offending steel beams, so that Perth could remove the beams and re-install them correctly. However, the concrete contractor had not made arrangements to remove the slabs, as planned.

A Perth supervisor decided to take steps to expedite the work and directed a worker employed by Perth to remove most of the bolts on the structural beams and cut the rebar connections under the concrete slabs.

The supervisor did not instruct the worker to install bracing to support the concrete slabs once the bolts had been removed. When the worker cut the rebar under one of the overhead concrete slabs, the slab fell on top of the worker. This resulted in a fatal injury.

An investigation by the MLTSD determined that Perth was in contravention of section 31(1)(b) of the Regulation for Construction Projects and section 25(1)(c) of the Occupational Health and Safety Act. This is an offence contrary to section 66(1) of the Act.

## Ontario Government Lifted Mask Mandates and COVID-19 Directives

Ontario’s Chief Medical Officer of Health announced that provincial mask-wearing requirements for most public settings expired on June 11, 2022. Mask mandates will be maintained in specified high-risk settings, such as long-term care homes, retirement homes, shelters, group homes, hospitals, and health care settings; however, the Government will no longer require mask-wearing on public transit.



Given the ever-evolving circumstances of the pandemic and the possibility of new COVID-19 variants arising, employers may wish to remain prudent and maintain mask-wearing protocols in their workplaces. As we learn to live with COVID-19, it is still important to reduce the spread of the virus as much as possible.

Some people may choose to continue to wear a mask in certain settings or under certain circumstances. People who are at higher risk of getting seriously sick from COVID-19, such as seniors or people who are immunocompromised, may prefer to wear a mask for added personal protection. Provide a respectful space for those who continue to wear masks.

Every business and organization will be different and it is the responsibility of owners and operators to review their own policies, procedures, and site-specific operations, while ensuring that the appropriate infection prevention and control measures are implemented and maintained.

## SPRAT (The Society of Professional Rope Access Technicians )

SPRAT was established in the mid 90's to address the needs of a growing number of companies and operators employing rope access techniques in North America. While various forms of rope access had been used in industry for decades, the development of modern rope access systems collided with the growth of industries that provided conventional means of access such as scaffolding and swing-stages. These conventional methods required standard fall arrest systems.

SPRAT's mission is to advance the safe use of rope access through education, standards development, and administering certifications. Since 2001, thousands of rope access technicians representing dozens of companies and government agencies have been certified to SPRAT standards. Currently, SPRAT supports companies and technicians using rope access with regulatory support, networking, and opportunities to participate in developing industry-consensus standards.

### What Is Rope Access?

Rope access refers to a set of techniques where ropes and specialized hardware are used as the primary means of providing access and support to workers. Generally a two-rope system is employed: the working rope supports the worker and the safety rope provides back-up fall protection.

### Why use Rope Access?

- Modern rope access equipment, techniques, and training can be combined to produce an exceptionally safe, versatile, efficient, and cost-effective way to solve vertical access problems.
- Rope access is safe. Independently-certified rope-access technicians uphold an enviable safety record and few lost time incidents while working on rope.
- Rope access is versatile. Technicians can apply the techniques in a wide variety of environments, from confined-space penstocks to massive concrete structures to complicated steel installations. Unlike traditional access methods, custom rope-access solutions can be designed to fit various applications quickly and inexpensively.
- Rope access is efficient. Systems are installed and dismantled quickly and often require fewer personnel than traditional access methods. Rapid deployment limits disruption to facility operations by minimizing downtime.
- Rope access is economical. Fewer personnel, faster completion, less equipment, and minimal downtime mean lower costs.

**SPRAT Standards and Documents** - SPRAT's standards and documentation are public and available at [www.sprat.org/publications](http://www.sprat.org/publications).

**SPRAT YouTube Channel** - SPRAT is regularly updating the videos on its YouTube channel. Check it out by [clicking here](#).

**SPRAT 2023 Annual Conference** - Mark your calendars now to join us for the 2023 SPRAT Annual Conference scheduled for January 23-26, 2023 in New Orleans, Louisiana USA



### DO FALL PROTECTION HARNESES HAVE A DEFINED EXPIRATION DATE?

There are no current codes or standards that set a specific time period for taking a harness out of service. The average harness manufacturer has a shelf life of five years from the first date of use, but it is always specified that regular quality checks and inspections are necessary to maintain a working harness. Each manufacturer has the right to set its own expiry dates, and you should fully understand the requirements of each harness you wear.

There are a number of things that need to be checked on a harness before donning it that makes it safe or unsafe to use. In fact, there are 6 factors that can affect the useful lifespan of a fall protection harness.

1. Snagging on protruding objects that might cause tears to the harness's fabric or stitching. This can cause a weak spot that could fail during a fall arrest.
2. Coating or saturation of paints and other chemicals can weaken the synthetic materials used in the webbing construction. Remove this materials as soon as possible, using the manufacturer's guidelines to avoid further deterioration.
3. Excessive exposure to UV rays or sunlight may cause deterioration or weakening of synthetic fibers. When the harness is not in use, store it away from sunlight.
4. Exposure to caustics and acids may deteriorate the metal components, such as the D-ring and buckles. Clean this items as soon as possible using approved methods.
5. Improper storage methods can damage the harness. The harness should be stored in a hanging position so that the webbing can "relax." Hang the harness by the D-ring, not the webbing.
6. Any harness subjected to a fall arrest must be taken out of service immediately. Do not use the harness after the impact event. It must be labeled as unusable and removed from service until destroyed.

Checking the harness carefully for damage is the only reliable way to determine its condition. This includes a pre-use check by the wearer before donning the equipment and the periodic inspection by a qualified, competent inspector. Five steps you should follow in doing a formal inspection.

1. Inspect all webbing and stitching - You're checking for cuts, fraying, pulled or broken threads, abrasions, excessive wear, altered or missing straps, burns, UV damage, and heat and chemical exposures.
2. Inspect all metal or plastic components of the harness - All harness buckles should work freely, engaging and disengaging fully and smoothly. Look for deformation, crack, corrosion, deep pitting or burrs, sharp edges, nicks or cuts, exposure to excessive heat or chemicals, and any other damage. Missing, loose or improperly working parts should be noted. This should include both metal and plastic components. The D-ring should not be cracked, deformed, or otherwise damaged.
3. Inspect all load indicators - Load indicators are sections of the harness webbing that are folded over and stitched securely. Ripped stitching, even if only partially separated, is an indicator that the harness has been subjected to a fall and is no longer providing adequate protection. Remove the harness from service immediately. Mark it as unusable until such time as it can be destroyed.
4. Inspect all labels - To fully pass inspection, labels must be present and readable. Make sure the unique identifier for the harness is legible so that it can be marked properly on the log sheet.
5. Complete All Inspection Documentation



# Heat-Related Illness Watch for Signs

Heat-related illnesses can quickly progress from heat exhaustion to heat stroke – and even result in death.

## Heat Exhaustion



### Take Action

**Move** to a cooler, shaded location.

**Remove** as much clothing as possible (socks and shoes too).

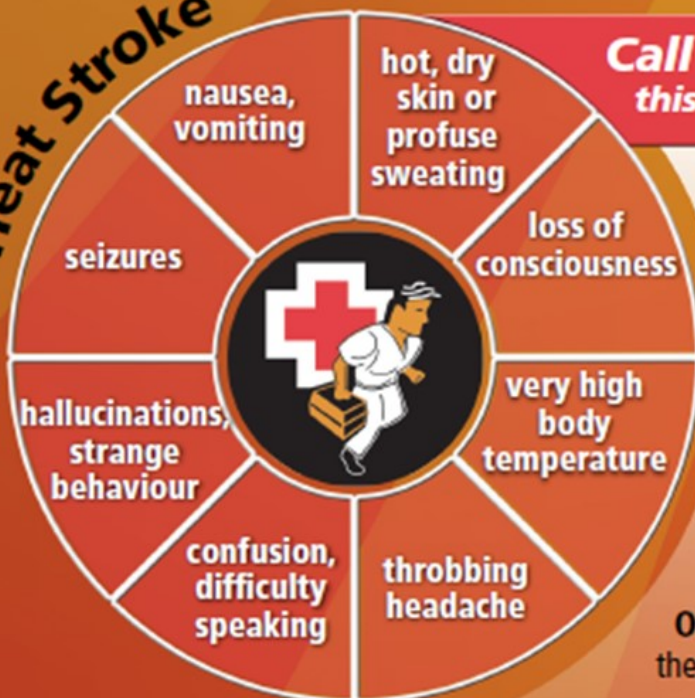
**Cool down** by applying cool wet cloths or ice to your head, face or neck. Spray yourself with cool water.

**Drink** water, clear juice, or a sports drink.

**Get medical aid** if you don't start to feel better.

**Have** someone stay with you until help arrives.

## Heat Stroke



### Call 911 immediately; this is a medical emergency.

**Stay** with the person until help arrives.

**Move** to a cooler, shaded location.

**Remove** as much clothing as possible (socks and shoes too).

**Wet** the person's skin and clothing with cool water.

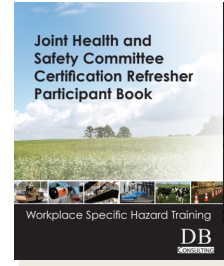
**Apply** cold, wet cloths or ice to head, face, neck, armpits, and groin.

**Offer** sips of water, but do not force the person to drink.

## Joint Health and Safety Training (In Class and Distance Learning)

Safetyscope can help with:

- In Class sessions for JHSC Part 1, Part 2 and Refresher Training
- Distance Learning (Virtual) Training utilizing DBC Inc. MLTSD approved Joint Health and Safety Refresher training courses.



### Safetyscope is an approved provider

We have continued to expand our scope and now Safetyscope is an approved provider for the following:

- Toronto Water for Working at Heights
- Safetyscope is a TSSA Approved Training Provider
- Safetyscope is an approved provider for Corrections Canada



### Online Training with InFuse

Safetyscope has partnered with InFuse Compliance Systems to offer a full turn-key Health & Safety solution that includes a robust suite of Online Training. For more information [Click Here](#)



### Safetyscope's Public Training Sessions

With our COVID-19 procedures in place, Safetyscope is now holding regular public training sessions in Working at Heights, Working at Heights Refresher and Confined Space Awareness.

### Safetyscope staff are 100 percent vaccinated.

If your organization requires any additional courses, please contact us with your training needs at [training@safetyscope.net](mailto:training@safetyscope.net).

### Safetyscope Continuing to Maintaining Registration as an OWWCO Training Provider

These courses meet the criteria in subsection 29(4) of O.Reg. 128, Certification of Drinking Water System Operators and Water Quality Analysts. On Completion of training all participants will receive a certificate of completion with corresponding CEU Value.

1. Working at Heights	.7 CEU
2. WHMIS 2015	.4 CEU
3. TDG	.4 CEU
4. Working in Confined Spaces Rescue Level	2.8 CEU
5. Confined Spaces Attendant Non Entry	1.3 CEU
6. Confined Spaces Advanced Entrant	.7 CEU
7. Confined Spaces Attendant Refresher	.7 CEU
8. Confined Spaces Rescue Refresher	.7 CEU
9. Standard First Aid	1.4 CEU
10. Self Contained Breathing Apparatus	.4 CEU
11. Spill Response	.7 CEU
12. Trenching Hazards	.4 CEU



# SAFETYSCOPE



2022 SCHEDULE

## 1 Day Entrant & 2 Day Attendant Course

Time: 8:00 am – 4:00 pm

January	17 - 18
February	14 - 15
March	21 - 22
April	18 - 19
May	16 - 17
June	13 - 14
July	18 - 19
August	15 - 16
September	12 - 13
October	17 - 18
November	14 - 15
December	12 - 13



## Competent Supervisor 1 Day Course

Time: 8:00 am – 4:00 pm

February 22
June 27
September 26
November 2



## Day 1 - Emergency Level/Recertification Day 2 - Standard First Aid Level C

Time: 8:00 am – 4:00 pm

February	7 - 8
May	9 - 10
August	8 - 9
November	7 - 8



## Working At Heights 1 Day Course

Time: 8:00 am – 4:00 pm

January	14 & 28
February	11 & 25
March	11 & 25
April	8 & 22
May	6 & 20
June	3 & 17
July	8 & 22
August	5 & 19
September	2, 16 & 30
October	14 & 28
November	11 & 25
December	9



## Working At Heights Refresher 1/2 Day Course

Time: 8:00 am – 4:00 pm

January	7 & 21
February	4 & 18
March	4
April	1 & 29
May	13 & 27
June	10 & 24
July	15 & 26
August	12 & 20
September	9 & 23
October	7 & 21
November	4 & 18
December	2 & 16



## JHSC Part 1 Certification Dwight Barratt Inc. - 3 Day Course

Time: 8:00 am – 4:00 pm

March	28 - 30
July	25 - 27
November	21 - 23

Part 2 and Refresher also available



## Confined Space Rescue 4 Day Course

Time: 8:00 am – 4:00 pm

May 30 - June 2
December 19 - 22



Course held at the SafetyScope Training Centre  
2501 Rutherford Road Unit 22 Vaughan, Ontario L4K 2N6  
Phone: 416.231.3752 E-mail: info@safetyscope.net

2022 Calendar Year