



ASSE Energy Corridor Section Newsletter

April 2016

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In This Issue:

- Current Events
- Coming up....
- Last month....
- Safety perspectives

Links:

ASSE Energy Corridor Section

<http://gulfcoast.asse.org/energy-corridor-events/>

ASSE Gulf Coast Chapter

<http://gulfcoast.asse.org>

ASSE

<http://www.asse.org>

Get in Touch!

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- Programming Chair - Cory Worden
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Current Events

Welcome to the April 2016 edition of the ASSE Energy Corridor Section Newsletter! We're very excited to have you in the Section and are looking forward to continually bringing you great information and updates in addition to our monthly meetings, speakers and opportunities.

We have some very exciting in the works with the Section and are looking forward to everything coming up! Over the course of the rest of 2016, we'll be moving to a new home for our meetings, engaging with some excellent guest speakers and continuing to provide cutting-edge safety, health and environmental information and news for you.

As always, we appreciate and look forward to your feedback, input and engagement. If you have any suggestions or recommendations that you'd like to see in our newsletter or at our meetings, please feel free to let us know. Our aim is to ensure our Section is as value-added as possible to you. We recently submitted a survey to our members for your feedback on our upcoming developments; if you would, please definitely check out the survey and let us know your thoughts!

Note: Please email Tabitha if you are interested in volunteering for the Secretary position that has recently come open.

Thank you for your dedication to safety!
Your ASSE Energy Corridor Section Team

Coming up.....



On May 12, 2016, Cory Worden, M.S., CSHM, CSP, CHSP, ARM, REM, CESCO, Manager of System Safety at the Memorial Hermann Health System, will present on high-reliability safety program development and culture change. Cory has presented his work for ASSE's Southwest Regional Conference as well as National Safety Council's Texas Conference and Expo and will also presenting his work on high-reliability safety during emergency operations at ASSE's Safety 2016 in Atlanta this June. Learn more about our next meeting and presentation here:

<http://gulfcoast.asse.org/energy-corridor-events/>

Last month....

We're very happy to report that we had a solid 39 participants at our April meeting! We had a great amount of members, visitors and guests and are looking forward to seeing everyone again in May! Please spread the word to your friends and colleagues that we'd love to see them!



Get Involved!

- Are you a speaker?
- Are you a writer?
- Have an idea for the Section?
- Have a topic you'd like to see Addressed?
- Have something to share?

Let us know!

- Please get in touch using our contact information above to let us know your thoughts. We'd love to hear from you!

An Opportunity!

- The Energy Corridor Section has an opening on the leadership team for our Secretary position
- If interested in pursuing this position, please feel free to get in touch with us at the contact information listed above - we'll look forward to hearing from you!

Technical Topic: Fall Protection and SRLs by Scott Fuchs, 3M

On April 14, 2016, the ASSE Energy Corridor Section was proud to host Scott Fuchs with 3M Fall Protection. Scott provided invaluable information on this very important topic with implications in both regulatory compliance and very real lifesaving potential. Scott presented practical information on fall protection requirements and best practices as well as a demonstration showing how to properly select and use appropriate equipment



Some of Scott's key points are as follows:

- Anchoring devices are available that can attach to I-beams; some are made so they can travel along the I-beam as the person moves and some do not move.
- These are easy to install and 'click' when the tension is correct; they create a vertical lifeline for two employees.
- Scott reviewed the proper steps to inspect a harness including looking at all plastic, webbing, and metal parts; if you notice rust eating into/pitting the metal, knots in lanyards, cuts, cracks or other areas, it should be taken out of service.
- If using color coding to mark monthly inspections (zip ties/tape), put them in the metal parts of the equipment (e.g.: back D ring), & NOT on the straps that could be damaged.
- To maintain their service life and high performance, all belts and harnesses should be inspected frequently; visual inspections should be conducted before each use and should become routine as well as a routine inspection by a competent person (Scott recommended at least annually & to

remember to document the competent person inspections). Links: [OSHA fall protection information](#) and definition of [competent person](#).

- Some providers require equipment to be removed after a certain amount of time while some do not, so you should pay attention to this when sourcing/purchasing safety equipment (Note: 3M does not define an expiration time frame, and stated the equipment can be used as long as it passes visual and annual inspections).
- Any equipment that fails inspection should be taken out of service and either disposed of or repaired by a qualified technician in accordance with the manufacturers recommendations (Note: personal SRLs should be taken out of service in the event of a fall; larger SRLs will have an impact indicator, which specifies when they should be sent to the service center).
- Take items out of pockets (keys, pens and the like) before putting on fall protection; if you fall with something in your pockets it could cause injuries.
- Proper fit of a body harness includes:



- Chest strap: right in the middle of the chest (fist should be able to fit between your chest & the strap).
- Leg straps: tight enough fingers can slide in, but not a fist
- Back D ring: at center of back – if too high and it can strangle you or break your neck in the event of a fall but, if too low you could end up hanging over at the waist which can lead to circulation issues occurring sooner and loss of blood flow to the brain).

- ABCD: Anchor, body, connector, descent/rescue! Many forget or leave off the “D”, but it is extremely important to include; 3M’s suspension trauma straps come with most harnesses, but not all, so you should pay attention to this when sourcing/purchasing equipment.
- Do not allow wrap-back of shock absorbing lanyards because impact and force on the hooks can cause the latch to fail; instead, wrap-back lanyards are available for workers who prefer to wrap back lanyards - ensure you choose the correct type of equipment for the work that is being done, and use the equipment as intended.
- If workers are tied off at the feet, use the lanyard with a BLACK label (white labeled lanyards are not designed for tying off at your feet because there needs to be less than 1,800 lbs. of force).
- A 6' shock absorbing lanyard needs at least 18' clearance: 6' body height + 6' lanyard length + 4' shock absorber length + 2' safety factor.
- If less than 18' clearance, you should use a self-retracting lifeline (SRL).
- You cannot tie off at foot level with a personal twin leg SRL because it can easily cut an employee in half - tie off at the knee level or above only.
- Nano personal lock edge is a cable version that can be tied off at foot level.



Please contact Scott Fuchs with questions:

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Safety Perspectives

“Dual Accountability”

Cory Worden, M.S., CSHM, CSP, CHSP, ARM, REM, CESCO

Many terms and phrases are routinely discussed and debated in the scope of workplace safety. Many hairs have been split as to whether safe conditions lead to worker safety, whether behavior-based safety trumps safe conditions, whether ‘behavior-based’ or ‘commitment-based’ or ‘total safety’ or another catch phrase trumps one another, or other topics. Recently, OSHA administrator David Michaels gave a keynote speech at the National Safety Council annual congress pinpointing employer obligation to provide safe conditions via engineering controls and speaking against behavior-based theories referencing employee choices as to safe work practices. Union stances have done the same. Meanwhile, behavior-based safety theorists have veered towards the examination of employee choices as to safe behavior. Ultimately, though, the desired end state success mode remains the same – safe work practices within a safe working environment.

If by compliance safety can be expected, another explanation for injury rates is needed. The presence of hazard controls, even multi-faceted along the Hierarchy of Controls, may constitute safe conditions, but doesn’t necessarily mean safe behavior will be exhibited. For example, safe patient handling requires the presence of a full program complete with patient handling equipment to mechanically reduce the amount of weight and stress put upon the at-risk employee and reducing the amount of required force needed to handle a patient but, like a Lock Out Tag Out program, the employee is still the remaining variable in the equation – the employee must actively choose to utilize the hazard control(s). After all, unlike many machine guards, programs such as safe patient handling require active controls, those that employees must choose to use. That said, before this can happen, the controls must be in place, available, accessible, convenient, and all employees in the at-risk group must be trained to utilize them. Only then can safe behavior be expected within the safe conditions. With this, dual accountability allows for the closing of gaps that lead to accidents and injuries.

Within the context of high-reliability safety, all angles must be covered to ensure the safest possible work practices are utilized within the safest possible working conditions every time the process is performed. A hazard analysis and risk assessment must be performed with leadership knowledge of all hazards, hazard controls, and those at risk. Employee input and feedback must be solicited and utilized; Safety Committees are great places for this. Hazard controls must be put into place; this allows for the necessary elimination, substitution, equipment/engineering, processes/administration, and PPE to eliminate or mitigate hazards. Hazard controls all require training to ensure employee knowledge of each hazard control and performance of each task

utilizing the controls to standard. This is also the opportunity for the development of safe conditions and regulatory compliance. Information programs allow for constant reinforcement and reminders of safe work practices. Leading Indicators such as observations allow for not only validation of safe behaviors but also opportunities for recognition for program participation and safe behavior and coaching for unsafe behavior as well as tracking of safe conditions through inspections. Lagging Indicators and Accident Investigations provide further opportunities for coaching and further preventative measures. For these program components to work, dual accountability must be in place. Leaders must ensure knowledge of all workplace hazards, implementation of hazard controls, consistent information distribution and communication, development of Leading Indicators leading to validation of safe behaviors and conditions, and oversight of Lagging Indicators and investigations to ensure follow-up to accidents. Without these components in place, program gaps will persist and due diligence to employee safety won't be done. That said, employee engagement is required to ensure communication and sharing of recommendations and best practices. Employees must actively choose to utilize hazard controls. Employees must utilize the Job Safety Analysis, even if in an informal manner, as a mindset to identify and assess hazards – if a hazard control is not in place, this must be communicated to leadership. Ultimately, leaders must ensure the program is in place but, like any performance measurement, employees also have a part to play. Neither side of the equation can possibly bear the entire weight of the effort.

With dual accountability, leaders and employees each have defined and monumentally important parts to play in workplace safety. Focusing on employer-centric safe conditions or employee-centric safe behaviors alone will never garner proactive accident prevention. Instead, focusing on either side alone will promulgate excuses, blame-games, and fault-finding, all of which oppose proactive safety. With dual accountability, however, leaders and employees each have a part to play, parts that are defined and measurable.

Additional Resources:

For more information from April's meeting, please visit the following links:

- [April's Meeting Minutes](#)
- [April's Meeting Slides](#)