

Operations Manager's Comments

What's the weather forecast for today? Snow, rain or sunshine? The answer the past few weeks has been...all the above! We've experienced a wide fluctuation in weather and temperature in a short period of time. It is a good reminder that we need to **pay close attention to weather forecasts** and **be ready to adapt our work** accordingly. RM is finalizing Defined Practices for both heat and cold stress for roll-out in early 2010. Until the Practices are rolled-out, be sure that work crews are taking proper **precautions** against heat and cold environments, **adjusting work/rest cycles** as necessary and staying properly **hydrated**. Thank you for your continued focus on safety, and let's make sure we head into the holiday season without any injuries! – Ron Halsey, Ops Mgr U.S. Mining, Canada & Alaska

FROM THE FIELD . . .

"Don't assume. Check your site," is one of the biggest takeaways PM Danny Monson is challenged with at his sites. Due to Transformation changes, Danny and his GES crew both only recently came on board at a Lancaster retail site. When Brad Clark of GES noticed an air compressor sitting atop a feeble wood pallet, creating a **potentially unsafe situation** should the pallet fail, he performed some research. Unable to determine why the compressor had been left on the pallet, other than it allowed more space for the galvanized drain line fittings and had probably been shipped that way, he consulted his crew and PMs Don Pratt and Danny Monson. The decision was made to **replace the drain line** with low profile brass fittings instead, which would allow the compressor to sit directly on the pavement. The team then purchased a hydraulic hoist and 2-ton sling to safely lift the compressor one end at a time and remove the pallet from underneath. The entire procedure was performed without incident, and the compressor now sits bolted directly to the pavement. Check your site – **this situation** and others like it **may exist at several other sites** as existing systems are still slowly catching up to the new IM standards.



Contractor's

An accident is by definition an unexpected, unanticipated event resulting from a known or unknown change to the regular pattern. **When change occurs on the job, there is inherent in it the potential for accident.** To counter this, we have all adopted a Management of Change (MOC) policy. Mike Thomas, Regional Safety Manager for Cascade Drilling, has worked to build MOC into Cascade's culture. He says that when change occurs, people have a tendency to forget to consider the implications of the change – what is different, what is best? Mike relates the story of one employee who **did not realize the change he was about to make required an MOC**, and went about trying to perform

the change by himself. After his plan failed, he shared how the biggest lesson he learned was the need to

talk things over with his crew and discuss it with them. **Getting a second opinion or another's expertise would have enabled him to see more clearly** the steps that needed to be taken. MOC makes safety sense. Cascade's current policy states that each day on the job, Cascade employees are required to conduct a hazard risk assessment, which is then discussed with the entire crew onsite that day, and also the client. As well, MOC is noted on "Safety Alert" postings, listed as a category on incident reports and mentioned in every safety meeting. **When creating a safety culture, "you have to be consistent.** It has to be built up in everything you do," says Mike.

Consider This . . .

Daylight Savings Time is about to end, and daylight hours are getting shorter, with the potential to impact our at-home, on-the-job and driving activities. At home, consider keeping kids and pets indoors after a certain hour, turning on outdoor lights to safely light the path to your door and wearing **reflective clothing, headlamp or flashlight** for dawn or dusk runs and walks. On the job, **beware of racing to finish** the job before the sun sets, and bring in extra lighting as needed. Make sure your crews understand the importance of safety over a quick finish to the job, and consider if you will need to **complete an MOC** process. Finally, the darkness can make it seem earlier in the morning or later in the evening that it really is, so **when driving, be extra alert** to joggers, dog-walkers and cyclists who are still functioning along their normal routine, as you hit those neighborhood streets in the dark. Consider turning on your **headlights** also when driving in dusky, cloudy or questionable weather conditions.

Additional Resources

HSSE Bi-weekly communication <http://rmhsse.bpglobal.com/communication/hsseweeklycommunication/2009/>

Shared Learning <http://rmhsse.bpglobal.com/communication/sharedlearninglessonslearnedsafetycommunicationsuccessstories/>

SOCs Minute Resource Site <http://socs.dataaccel.com/> (user ID: socs, Password: safety)

To comment, inquire, or obtain information on any item in this publication, or to submit an item for publication, please contact May Marcinek at mmarcinek@envirosolve.com, or 818.889.0090.

@Traction

Most RM incidents are not due to us behaving unsafely per say, but rather to us not **behaving defensively**. September and October data for RM and RM West show that other **3rd "parties"** (drivers, bees/wasps, equipment malfunctions) **account for more** incident reports **than unsafe behaviors by us**. Equipment issues make up a large portion, often due to **shutoffs not working properly** and **parts breaking** before they can be replaced. **Visibility to 3rd party drivers** and pedestrians is also still an issue, which some teams are combating by adding tall flags, snow fencing and temporary chain link to exclusion zones. *It's not enough for us to perform our tasks safely, we must be proactively defensive.*