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One dead, one missing after vessel sinks

One worker is dead and another is missing and presumed dead after five crew members aboard a fishing vessel off the coast of Newfoundland had to abandon ship during poor weather conditions.

The incident occurred on the morning of September 12 as the crew members aboard the *Sea Gypsy Enterprise* were returning to port after five days of shrimp fishing, says Sergeant Wayne Newell, a media relations officer with the Newfoundland and Labrador RCMP. About 70 nautical miles east of St John's, there was "a sudden loss of power" and the vessel began taking on water, Sergeant Newell reports. After attempting to drain bilge water for about 10 minutes, the fishers decided to bail out as the vessel sank.

Sergeant Newell says three crew members were rescued and transported to St John's Health Sciences Centre in stable condition. The body of another worker was recovered by search and rescue crews with the Canadian Coast Guard and Canadian Forces, while the final fisher is still missing.

Sergeant Newell reports that all of the crew members except the vessel's captain were wearing survival suits, designed to keep a person afloat and preserve body heat for 36 hours. The captain — who was one of the three rescued — was too busy putting out distress calls to put on a survival suit, he adds.

The missing fisher became separated from the rest of the crew and was unable to get to a life-raft amid the strong winds and two-metre high waves, Sergeant Newell says, adding that it has been reported to the RCMP that the missing man is estimated to have drifted out about a kilometre within two minutes.

Inclement weather eventually forced search and

rescue crews to suspend the search on the night of September 13. It resumed the following morning, but was scaled back by 7:30 pm on September 14, says Edward Stansfield, a sub-lieutenant with the Halifax-based Joint Task Force (Atlantic), a division of the Department of National Defence.

"All hope for his survival has unfortunately diminished due to the prevailing weather and sea conditions and frigid water temperatures," the department notes in a press release. "Every reasonable effort was expended and all leads were exhausted," the press release says, adding that the case has been turned over to the RCMP as a missing person case.

TSB will investigate incident, spokesman says

The Transportation Safety Board of Canada (TSB) is investigating the incident and will issue a written report when completed, says TSB spokesman John Cottreau, "but the investigator has not gathered all of the information he needs yet to start talking" about the case. Cottreau notes the TSB has assessed the incident as a Class 3 occurrence, meaning, for example, "there is potential for better understanding the latent unsafe conditions contributing to a significant safety issue."

The Fish, Food and Allied Workers (FFAW) union says in a statement that the incident "once again highlights the need for enhanced search and rescue services." At a meeting in St John's on September 15, the FFAW called on the federal government to enhance current procedures, saying "24/7 helicopter search and rescue capability" is needed. Currently, the statement says, there is a two-hour standard response time outside of "regular hours" (8 am to 4 pm, Monday

Vessel experienced sudden loss of power

New this week. . .

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to Friday), which was met in this case. But the FFAW argues that “immediate response is vital to saving lives. Bankers’ hours just don’t cut it.”

The incident comes exactly a week after crew members aboard another shrimping vessel abandoned ship after the vessel went up in flames off the coast of Newfoundland. The four crew members of the *Havre aux Maisons* were rescued uninjured about 130 kilometres east of Cape Freels on the province’s northeastern shore on September 5 (*COHSN September 14, 2009*).

Manufacturer fined \$32,050 for two separate incidents

A Saskatoon-based food products manufacturer has received workplace safety fines totalling \$32,050 in connection with separate incidents that left two workers injured.

Bioriginal Food and Science Corporation, a maker of essential fatty acid products, pleaded guilty on September 2 to six charges under Saskatchewan’s *Occupational Health and Safety Regulations* (OHSR). Victim fine surcharges brought the total amount of the penalties to \$32,050, notes the province’s Advanced Education, Employment and Labour ministry (AEEL) in a statement.

The first incident occurred on October 25, 2007. Steven Green, a worker at the company’s Saskatoon processing plant seriously injured himself when he fell about 1.5 metres from the top of an expeller press, machinery that extracts food oils from raw materials. Green, installing a drop feeder onto the top of the expeller, slipped on the machinery’s oily surface, says Sonya Guiboche, Crown prosecutor in the case.

“When giving a final torque to the bolts, [he] lost his footing and fell,” she explains.

The three-year employee of Bioriginal, who had installed numerous drop feeders before, fractured a bone in his left leg and remained in hospital for five days, Guiboche reports.

For this incident, the statement says, Bioriginal pleaded guilty to two charges: failing to provide a scaffold or other safe working platform, contrary to Section 169 of the OHSR; and, failing to ensure that all work was sufficiently and competently supervised, contrary to Section 17(1). One related charge was stayed by the Crown.

In the second incident, on January 20, 2009, production technician Chris Vanderburg suffered a broken pinky finger and a partially severed finger on his left hand while clearing a stoppage in the auger section of an oil expeller, says Guiboche. “He inadvertently put his finger down on the exposed auger and his glove and hand were dragged into the auger.”

Vanderburg had been told that the machinery,

which had been installed at the plant three months prior to the mishap, needed to be running in order to clear out blockages, Guiboche says. There was no lock out procedure or written operating procedures for the equipment, and Vanderburg had received no formal workplace safety training, she adds.

The incident prompted guilty pleas to four charges under the OHSR, including the following: failing to ensure a worker was informed and trained in the safe use of a machine, contrary to Section 134(1); failing to ensure that stopping devices on machines were located in direct view and easy reach of the operator, Section 135(2); failing to install safeguards to prevent a worker from contacting a moving part of a machine where a worker is required to feed material into a material-forming press, punch or shear, Section 135(3)(b); and, failing to ensure that a machine was locked out before a worker undertook maintenance or repair, Section 139(1). Two related charges under the regulations were stayed.

Bioriginal could not be reached for comment before *COHSN* press time.

Noting that AEEL’s workplace safety division inspects about 4,000 workplaces annually and provides training to more than 4,000 worker and employer representatives each year, AEEL Minister Rob Norris says in the statement that “the government takes its responsibility for health and safety enforcement very seriously.” He adds there “are repercussions for both employers and workers who fail to comply with occupational health and safety legislation.”

Electricity company fined \$175,000 after serious injury

The company responsible for 97 per cent of Ontario’s electricity transmission system has been fined \$175,000 following a serious injury to an employee one year ago.

Markham, Ontario-based Hydro One Networks Inc was fined on September 11 in connection with an electrical accident at a transformer station last fall in Red Lake — the most northwesterly municipality in Ontario.

On September 30, 2008, an electrical crew was working on a new addition to the transformer station, with one crew member in an uninsulated lift near a beam supporting a live electrical bus, says a press release from the Ministry of Labour (MoL). During the work, there was an arc flash from the bus — a common electrical connection between multiple devices — which set the worker’s clothes and upper body on fire.

As this happened, the other crew members tried to lower the lift, but could not activate the manual backup controls, the press release says. MoL spokesman Bruce Skeaff says the worker came out of the lift basket

Continued on page 5

Worker
slipped on
oily surface

Quarterly Calendar

October

1-2

Confined Space Entry: Practical Training in a Controlled Environment, Winnipeg. Contact: Safety Services Manitoba, 3-1680 Notre Dame, Winnipeg, Man R3H 1H6; tel: (204) 949-1085; fax: (204) 956-2897; e-mail: Registrar@safety-services-manitoba.ca; website: www.safety-services-manitoba.ca.

1-2

Leading With Safety Seminar: Your Roadmap to an Injury-Free Culture, London, UK. Contact: Behavioral Science Technology, Inc; tel: +32 478 03 03 88; e-mail: bstemea@bstsolutions.com; website: www.bstsolutions.com.

3

Vancouver Island Safety Conference: Leading Change Today for a Safe Tomorrow: On the Floor, in the Bush, Qualicum Beach, BC. Contact: BC Forest Safety Council, Nanaimo Office, 103-65 Front St, Nanaimo, BC V9R 5H9; tel: (250) 741-1060; fax: (205) 741-1068; e-mail: visc@bcforestsafesafe.org; website: www.bcforestsafesafe.org.

4-9

15th Annual MDEC Conference, Toronto. Contact: Mining Diesel Emissions Council (MDEC), c/o Dr. Mahe Gangal, PO Box 13005, Kanata, Ont K2K 1X3; tel: (613) 996-6103; fax: (613) 996-2597; e-mail: mgangal@nrcan.gc.ca; website: www.mdec.ca.

5

Lockout: Proper Lock Out Procedures, Winnipeg. Contact: Safety Services Manitoba, see Oct 1-2.

5-6

Evaluation of Bridge Condition for Safety and Bridge Rehabilitation, Mississauga, Ont. Contact: EPIC (Educational Program Innovations Center),

5759 Coopers Ave, Mississauga, Ont L4Z 1R9; tel: (905) 361-1901; website: www.epic-edu.com.

6-9

ISSA/INTERCLEAN, Chicago. Contact: ISSA (International Sanitary Supply Association), 7373 N Lincoln Ave, Lincolnwood, Ill 60712-1799; tel: (847) 982-0800; fax: (847) 982-1012; e-mail: info@issa.com; website: www.issa.com.

13-19

Online Workshop—Module SAF230: The Occupational Health and Safety Committee and OHS Policies and Procedures. Contact: Melodee Halko, National Institute of Disability Management and Research (NIDMAR), 830 Shamrock St, Suite 202, Victoria, BC V8X 2V1; tel: (250) 386-4388, ext 224; fax: (250) 386-4398; e-mail: education@nidmar.ca; website: www.nidmar.ca.

15

Prime Contractors Responsibilities (4 Hours), Brandon, Man. Contact: Construction Safety Association of Manitoba, 290 Burnell St, Winnipeg, Man R3G 2A7; tel: (204) 775-3171; fax: (204) 779-3505; e-mail: safety@constructionsafety.ca; website: www.constructionsafety.ca.

21-23

Hazardous Materials Response Training, Sudbury, Ont. Contact: Mines and Aggregates Safety and Health Association, 690 McKeown Ave, PO Box 2050, Stn Main, North Bay, Ont P1B 9P1; tel: (705) 474-7233; fax: (705) 472-5800; e-mail: info@masha.on.ca; website: www.masha.on.ca.

26-28

Alberta Health & Safety Conference and Trade Fair: New Horizons in Health and Safety, Calgary. Contact: Carrie Kleppe, Box 38009, Calgary, Alta T3K 5G9; tel: (403) 236-2225; fax: (403) 206-7099; e-mail: info@hsconference.com;

website: www.hsconference.com.

28-30

4th Annual Canadian Congress for Research on Mental Health and Addiction in the Workplace, Toronto. Contact: Centre for Addiction and Mental Health, 33 Russell St, Toronto, Ont M5S 2S1; e-mail: secretariat@wwrepcamh.org; website: <http://www.camh.net>.

31-November 5

Chest 2009, San Diego. Contact: American College of Chest Physicians, PO Box 93826, Chicago, Ill 60673; tel: (847) 498-1400; fax: (847) 498-5460; website: www.chestnet.org.

November

2-3

Bud to Boss: Management Fundamentals for Your Transition From Co-Worker to Supervisor, Nashville. Contact: Customer Service, Briefings Media Group, LLC, PO Box 787, Williamsport, Penn 17703; e-mail: douglascamp@publishersserviceassociates.com.

2-3

Health and Safety Training for Managers and Supervisors, Ottawa. Contact: Canadian Centre for Occupational Health and Safety (CCOHS), 135 Hunter St E, Hamilton, Ont L8N 1M5; (905) 572-2981, fax: (905) 572-2206; website: www.ccohs.ca.

2-8

Online Workshop—Module SAF240: Ethics in Safety and Health, Inspections and Safe Work Procedures. Contact: NIDMAR, see Oct 13-19.

3

Musculoskeletal Disorder Prevention and Conducting Ergonomic Assessments, Barrie, Ont. Contact: Ergo Consulting, tel: (705) 436-4504; e-mail:

downey@ergoconsulting.net; website: www.ergoconsulting.net.

3-4

Grand Rendez-vous santé et sécurité du travail 2009, Montréal. Contact: Grand Rendez-vous santé et sécurité du travail 2009, Opus 3 inc, 417 rue Sainte-Pierre, bureau 203, Montréal, Qué H2Y 2M4; tel: (514) 395-1808; fax: (514) 395-1801; e-mail: vente2009@grandrendez-vous.com; website: www.grandrendez-vous.com.

3-6

A+A 2009: Safety, Security and Health at Work, Dusseldorf, Germany. Contact: Messe Dusseldorf North America, 150 N Michigan Ave, Suite 2920, Chicago, Ill 60601; tel: (312) 781-5180; fax: (312) 781-5188; e-mail: info@mdna.com; website: www.mdna.com.

4

Workstation Ergonomics: Preventing Musculoskeletal Disorders in an Office, Barrie, Ont. Contact: Ergo Consulting, see Nov 3.

5

Small Employer Safety Management, Regina. Contact: Saskatchewan Construction Safety Association (SCSA), 498 Henderson Dr, Regina, Sask S4N 6E3; tel: (306) 525-0175; fax: (306) 525-1542; website: <http://fpscscsa.sasktelwebhosting.com>.

5

Scaffold Users' Hazard Awareness (1/2-Day), Brantford, Ont. Contact: Construction Safety Association of Ontario (CSAO), 21 Voyager Crt S, Etobicoke, Ont M9W 5M7; tel: (416) 674-2726; fax: (416) 674-8866; e-mail: info@csao.org; website: www.csao.org.

6

Trenching Safety: Hazard Introduction (1/2-Day), Whitby, Ont. Contact: CSAO, see above.

7

Responsible Driver Workshop, Brandon, Man. Contact: Safety Services

Manitoba, see Oct 1-2.

9

H₂S Alive, Calgary. Contact: Enform Safety and Training Campus, 1538-25 Avenue NE, Calgary, Alta T2E 8Y3; tel: (403) 250-9606; fax: (403) 250-1289; website: www.enform.ca.

13

Homebuilder & Trade Safety Course: Internal Trades, Saskatoon, Sask. Contact: SCSA, see Nov 5.

13

Detection and Control of Flammable Substances, Calgary. Contact: Enform, see Nov 9.

16-22

Online Workshop—Module SAF250: Accident Investigations, First Aid and Emergency Preparedness. Contact: NIDMAR, see Oct 13-19.

17

Job/Task Analysis, Marathon, Ont. Contact: MASHA, see Oct 21-23.

17-18

Leadership For Safety Excellence, Swift Current, Sask. Contact: SCSA, see Nov 5.

19

Basic Auditing Principles (6 Hours), Sarnia, Ont. Contact: CSAO, see Nov 5.

24

Chainsaw Safety (1/2-Day), Toronto. Contact: CSAO, see Nov 5.

30

Health and Safety Training for Managers and Supervisors in the Canadian Federal Jurisdiction, Hamilton, Ont. Contact: CCOHS, see Nov 2-3.

30-Dec 6

Online Workshop—Module SAF260: Occupational Health and Safety Training and Communication and Evaluation Strategies. Contact: NIDMAR, see Oct 13-19.

December

1-2

Accident Investigation (Standard), Thunder Bay, Ont. Contact: MASHA, see Oct 21-23.

7-8

Health and Safety Training for Managers and Supervisors, Hamilton, Ont. Contact: CCOHS, see Nov 2-3.

9

Asbestos Work in Construction (1/2-Day), Toronto. Contact: CSAO, see Nov 5.

9

Certified Health and Safety Auditor (Renewal), Calgary. Contact: Enform, see Nov 9.

9-11

Design and Analysis of Earth Retaining Walls, Mississauga, Ont. Contact: EPIC, see Oct 5-6.

10

Fall Protection, Yorkton, Sask. Contact: SCSA, see Nov 5.

11

Hoisting and Rigging Instructor Workshop, Toronto. Contact: CSAO, see Nov 5.

12

Responsible Driver Workshop, Thompson, Man. Contact: Safety Services Manitoba, see Oct 1-2.

15

Construction Projects in Industrial Facilities (1/2-Day Workshop), Mississauga, Ont. Contact: Industrial Accident Prevention Association, 5110 Creekbank Rd, Suite 300, Mississauga, Ont L4W 0A1; tel: (905) 614-1434; fax: (905) 614-1414; e-mail: conference@iapa.ca; website: www.iapa.ca.

16

Frame Scaffolding, Saskatoon, Sask. Contact: SCSA, see Nov 5.

Continued from page 2

and was suspended in the air by his fall-arrest equipment. The worker then fell about five metres when the fall-arrest system “burned off,” suffering severe burns, Skeaff says.

At its Ontario Court of Justice appearance in Thunder Bay, Hydro One Networks pleaded guilty to failing to “ensure that electrical work performed on or near electrical transmission or distribution systems was performed in accordance with Rule 112 of the Electrical Utility Safety Rules,” published by the Electrical & Utilities Safety Association (EUSA).

Section 181 of the *Regulations for Construction Projects* specifically says that “except where otherwise required,” electrical work shall be performed in accordance with the rules “dated August, 2004.” Hydro One Networks was convicted of violating Section 181 of the regulations.

Skeaff notes that nine other charges were dropped following the company’s guilty plea.

Al Beattie, vice-president of prevention services with EUSA, says that Rule 112 contains five sections, including a requirement that employers establish written procedures for rescue operations, and workers learn and practise the rescue procedures. He adds that EUSA has published an updated booklet, which was released in January, 2009.

TSB eyes training issues related to ‘bounced landings’

Investigation into the rough landing of a Boeing 727 cargo plane last summer has prompted the Transportation Safety Board of Canada (TSB) to call for mandatory training on bounced landing recovery techniques.

“Without training to improve crew skills and awareness of the risks associated with this manoeuvre, there continues to be an unacceptable level of risk to crews and the travelling public,” the TSB notes in its report into the July 22, 2008 incident, which was released September 9.

Last summer, the Kelowna Flightcraft cargo jet was landing at Hamilton Airport in Ontario when it touched down hard, bounced, and touched down hard again, says the report. “Immediately after the second touchdown, the pilot decided to perform a go-around. During this manoeuvre, the tail contacted the runway,” but the aircraft was able to climb away and then returned for a normal landing. “There were no injuries and only minor damage to the aircraft,” investigators write.

The landing process was complicated by imperfect communication between the aircraft’s first officer, who was at the controls, and the more senior captain, says Grant Stevens, director of human resources for Kelowna Flightcraft, headquartered in Kelowna, British Columbia.

Approaching the airport, the cargo jet was destined for a long runway, but was then told by air traffic controllers to use a shorter runway because it would offer better landing conditions given the thunderstorms in the area, Stevens notes. The first officer then asked the captain if he should remain in control of the plane. The captain, however, interpreted this question as a statement and did not realize the first officer was uncertain about landing on the shorter runway, Stevens says.

Following company procedures, the first officer deployed the aircraft’s spoilers after the second touchdown (following the bounce), the TSB report says. He then reached for the jet’s thrust reverser handles, at which point the captain took control and initiated the go-around without stowing the plane’s spoilers.

“The aircraft could have stopped on the remaining runway, which was bare and wet,” the report notes. “It could also have safely flown away, following a go-around after wheel touchdown, if the spoilers had been stowed. However, in this occurrence, the go-around was initiated with the spoilers deployed. This resulted in added drag that precluded a safe lift-off and caused the tail and the number two engine to strike the ground.”

The TSB notes that Boeing’s manual for the 727 offers guidance on how to respond to bounced landing events. But during aircraft simulator training, air crews in Canada “are not required to conduct the bounced landing recovery procedure. Furthermore, this [Kelowna Flightcraft] crew had not practised the go-around after touchdown manoeuvre during simulator training. Therefore, they were never exposed to either scenario and never had the opportunity to learn to retract the spoilers when conducting a go-around.”

Transport Canada is reviewing recommendation Consequently, the TSB advised that Transport Canada “require air carriers to incorporate bounced landing recovery techniques in their flight manuals and to teach these techniques during initial and recurrent training.”

The federal department says it’s “carefully reviewing” the recommendation and will respond to the TSB within 90 days.

Stevens says Kelowna Flightcraft was pleased with the TSB report and adds that it “basically mirrored and confirmed” the findings of the company’s own investigation. “Obviously, it’s not an incident that any air carrier wants to see, but we were very happy that the crew recovered the aircraft and that we were able to debrief and learn from the incident.”

While the company is training its pilots on bounced landings via stationary procedures — for instance, reviewing and discussing written materials — it is unable to practise the landings with its flight simulator

Captain took control of aircraft

or on the runway, Stevens says, noting that practising on a runway would “impart a tremendous amount of risk.” Regarding the simulator option, Kelowna Flightcraft operates the only Boeing 727 simulator in Canada and it isn’t physically capable of doing bounced landings, he says, adding that newer simulators are capable.

Meanwhile, the National Transportation Safety Board in the United States issued a nearly-identical recommendation to the TSB’s in September of 2005 after an ATR 72-212 regional jet crashed while landing in Puerto Rico, severely injuring the captain and causing minor injuries to crew and passengers. The country’s Federal Aviation Administration subsequently recommended in a formal safety alert that airlines review or create bounced landing training.

Bruce Power workers fired for inappropriate e-mail use

Recent disciplinary action taken against workers at a major nuclear generating company in Ontario has placed the spotlight on the rights of employers and employees in such cases.

In early September, workers at Bruce Power in Tiverton, Ontario were fired in relation to “inappropriate e-mail usage,” says a statement from the company, the source of approximately 20 per cent of the province’s electricity. While the number of affected workers and content of the e-mails are unclear, the statement says the situation involved “non-regular staff” at the site.

“Bruce Power indicated to all individuals and organizations involved that we expected all individuals on the site to abide by the Bruce Power code of conduct,” says the statement, dated September 10. “Bruce Power believes our workplace, our values and our code of conduct must be respected by anyone who enters our site. We are pleased that our contract employers share the same values,” the statement says, adding that “the situation had no impact on Bruce Power’s safe day-to-day operations.”

The company could not be reached for comment or elaboration on the situation by press time.

James Heeney, a lawyer with Rubin Thomlinson LLP in Toronto, says that while something like Internet or e-mail use is “a bit of a grey area as to what is and what isn’t inappropriate, if you’re not articulating that to employees, it’s going to be very difficult to prove cause.” He suggests that disciplinary action for such things as inappropriate e-mail usage be based on “a proportionality response — the more severe the incident, the higher the level of discipline,” taking past conduct into consideration.

Heeney also stresses the importance of workplace

policies, not only about accessing and using e-mail, but what content is acceptable and what can and can’t be done.

“What you’ve seen from [case law] is that situations where the employer has a clear policy of what they consider to be appropriate and inappropriate, they train people on that policy and they enforce it consistently, that’s where cases of more severe discipline have been upheld,” Heeney says. “I think the more you articulate to employees what you think is appropriate and inappropriate, the more basis you are going to have to discipline people when they violate these terms.”

Employers must ensure policies are understood

For example, employers may consider implementing “a solid policy which confirms that they have the right to monitor people’s e-mail and Internet usage,” he says, but also outlines what happens if that is breached, including discipline that is applied equally and consistently to workers. “Too often, employers institute policies — which is half the battle — but then don’t ensure that people have read them or explained to people how they apply.”

Heeney notes that in the Bruce Power case, the workers were contract employees, so the company “really didn’t have to prove just cause to end the contract, [it] could be ended at any time.” The difference in other workplaces, he says, is that employees are often full-time.

“If a 20-year employee is looking at an inappropriate site on one occasion, it is going to be very difficult to end that relationship whereas a short-service employee who has done very inappropriate things in the past and then has done this, it’s going to be much, much easier.”

Increased workloads hamper flu prevention efforts: union

Less than one month after budget cuts to school boards in British Columbia had some worried that flu prevention efforts would be negatively affected, an association on the other side of the country is raising concerns that attempts to deal with H1N1 virus are placing “unrealistic expectations” on school board employees.

In a statement, Carol Furlong, president of the Newfoundland and Labrador Association of Public and Private Employees (NAPE), says that caretakers across provincial school boards are being told they have to take on increased workloads in an effort to help prevent Influenza A (H1N1) virus.

For example, caretakers’ duties such as cleaning desks take time and are usually carried out on a weekly basis. “Now, caretakers are being told to clean the

Situation involved “non-regular staff”

desks every day,” Furlong contends in the statement. “It isn’t so much the type of work that concerns us, but the fact that such time-consuming tasks now have to be done in addition to their regular full workload. Dedicating time to this and other extra duties will compromise their ability to maintain cleanliness in other areas.”

However, the province’s Eastern School District, based in St John’s, says it is working with the provincial Department of Education and Department of Health and Community Services to monitor the impact of H1N1 on schools. Furthermore, the school district says in a media release it is placing hand sanitizers in various locations throughout all school districts and “custodial staff will increase their inspection of wash-room facilities in addition to the daily cleaning of doorknobs and handrails and other high traffic surfaces.”

Still enhanced efforts to tackle H1N1 are placing “impossibly high” expectations on caretakers at schools, some of which have only one caretaker, Furlong says. As a result, she says NAPE is calling on school boards to “take into consideration the need to hire extra staff to get the job done properly.”

Without extra staff, the “multiplication” of duties will “ultimately defeat the purpose as these workers will not be able to perform what is required of them,” she says. “It will result either in having the work done haphazardly in an effort to keep up with the demand, or will see the staff collapse on the job,” she contends.

Technology

Master Lock Company LLC has designed new ‘Guardian Extreme Tags,’ designed for virtually all conditions, including dust, dirt, high humidity, UV radiation and harsh chemicals. The tags for lockout/tagout are made from industrial-grade polypropylene and remain easy to read in harsh environments. The company uses a patent-pending process to permanently fuse graphics into the tag. Customers can also customize their own tags with text or graphics, including photo identification for employees. For more information, visit www.safetyseries.com.

Larson Electronics LLC has introduced a flood light for utility fleet service vehicles. The 12-volt MUL-012 handheld flood light is powered by a detachable 16-inch cord, which gives it ample room to be used from utility service trucks. The product also features a lens guard, five-inch upright handle and 100-pound grip magnetic base. For more information, visit www.magna-light.com.

Emerson Process Management is offering its Micro Motion 7826 meter in zirconium for enhanced corrosion resistance. The meter — designed to moni-

tor inorganic chemicals such as hydrochloric, nitric and sulphuric acid — is ideal for applications in the chemical and oil & gas industries. Using a vibrating fork to measure density and concentration, the product is ideally suited to continuous, real-time measurement and control in pipelines, bypass loops and tanks. Constructed to meet most process applications, the Micro Motion 7826 is rugged and insensitive to vibration, temperature and pressure variations. For more information, visit www.emersonprocess.com.

News Summaries

Construction worker falls from truck

Langley, BC — A construction worker has been transported by air ambulance to hospital in “very serious condition” following an accident on September 17. A statement from the Langley RCMP says that at about 3:30 pm, a 28-year-old worker was riding in the box of a pick-up truck as workers gathered their tools to wrap up for the day. As the truck proceeded down a construction lane, the statement says, the worker fell from the back of the truck and struck his head on the ground as he landed. The RCMP continue to investigate in partnership with WorkSafeBC.

Three officers suffer minor injuries

Winnipeg — Three police officers have received minor injuries after being assaulted while performing pedestrian and traffic control duties for patrons leaving a venue. At about 10:45 pm on September 13, members of the Winnipeg Police Service were attempting to stop people from wandering through traffic “at which time the persons responded by punching and kicking officers,” says a police news release. Five people were arrested and charged with numerous offences, including assaulting a peace officer, obstructing/resisting a peace officer and escaping lawful custody.

Officers
punched and
kicked

Security guard, officers assaulted

Winnipeg — Two people have been charged with assaulting a peace officer after a security guard was attacked at a business. Shortly before 6 am on September 13, a security officer was assaulted by an intoxicated man who had been asked to leave the premises, says a news release from the Winnipeg Police Service (WPS). The suspect was eventually taken into custody and police were called. When WPS officers arrived, the man was located and a woman was asked to leave the area, at which point she assaulted one of the officers, the news release says. While escorting the man to a patrol car, he also became aggressive and assaulted another officer. A conductive energy device

was deployed and officers were able to get the man under control, the news release says. The woman, 20, has been charged with assaulting a peace officer and the man, 21, has been charged with assaulting a peace officer, assault and failure to comply with conditions of an undertaking.

Workplace injury spurs \$50,000 fine

Brampton, Ont — A distributor of lighting products, Liteline Management Company Limited, was fined \$50,000 in connection with a worker's injury early last year. Liteline was fined on September 4 after pleading guilty to failing to ensure a skid was lifted, carried or moved in such a way and with such precautions and safeguards that it would not endanger the safety of a worker. The fine follows the accident on January 9, 2008 in which a worker was vacuum cleaning products and stacking them on a skid, when a skid of cardboard fell from a nearby industrial rack and struck the worker, says a statement from the Ministry of Labour (MoL). The worker, who was pushed into the cleaning machine, suffered fractures to the spine and shoulder as well as cuts and bruises to a hand and leg. The MoL statement says the skid of cardboard had fallen from the top of a rack that was back-to-back with another rack. A worker on the other side of the racks had been using a forklift to remove another skid, when it dislodged the skid of cardboard. The MoL found that there were no safeguards in place to prevent material from falling into the work area.

Worker
struck by
skid of
cardboard

Worker's fall results in penalty

Newmarket, Ont — Nelmar Drywall Company Limited of Concord, Ontario, was fined \$50,000 on September 8 after a worker was injured in 2007. The company pleaded guilty to failing, as an employer, to ensure a ladder was placed on firm footing, contrary to Section 78(2)(d) of the *Regulations for Construction Projects*, says a statement from the Ministry of Labour (MoL). The accident that spurred the penalty occurred on July 30, 2007 in Vaughan. Nelmar was installing drywall at a construction project and had subcontracted Scarborough-based Golden Progress Renovations to complete some of the work, the statement says. On the

day of the accident, a Golden Progress worker was securing drywall from a ladder, the foot of which was on a bakers-type scaffold. Although the top of the ladder was propped up against a wall, the MoL statement says, the ladder was not secured from moving or slipping. The ladder shifted and the worker fell to the ground, sustaining rib, pelvis and shoulder injuries.

Ministry investigates farm accident

Smith-Ennismore-Lakefield Twp, Ont — The Ministry of Labour was notified and attended the scene of a farm accident on September 10. At about 12:40 pm that day, firefighters from the township and Peterborough County Ontario Provincial Police (OPP) responded to the scene, says a statement from the Peterborough County OPP. A 28-year-old man from Ennismore had been injured when a hay elevator that was being moved fell on him, pinning his legs, the OPP statement says. The man was transported to a hospital in Peterborough with serious lower body injuries. Investigators continue to probe the incident.

Coroner announces inquest date

Kingston, Ont — A regional supervising coroner for Ontario's eastern region has announced that an inquest will be held into the death of a worker four years ago. On August 19, 2005, Ulderico Iannucci, 65, died from injuries sustained during the course of his employment at a construction site in Ottawa, says a news release from the Ministry of Community Safety and Correctional Services. Dr Roger Skinner announced in mid-September that an inquest will be held on September 21 to review the circumstances surrounding Iannucci's death. The inquest is expected to last four days.

Worker fatally struck by tractor trailer

Halifax — The Halifax Regional Police (HRP) and Nova Scotia Labour and Workforce Development continue to investigate a workplace accident that claimed the life of a worker. At about 9:50 pm on September 13, police responded to a report of an accident at a Ceres Terminals Incorporated site. An HRP release says that a 45-year-old employee of Ceres Terminals was found to have been struck and killed by a tractor trailer.

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