Editorial

The New Year brings challenges and opportunities for ISHM. It is time to conduct another Role Delineation Survey. This will be used to identify the body of knowledge that Certified Safety and Health Managers must know. When the body of knowledge is established we will need to adjust the areas of the certification exam to match the percentages determined by the survey. These processes are lengthy and expensive but must be done to assure continued accreditation of the CSHM.

We hope that most will be able to help when asked to assist. It will help keep our certifications strong and viable.

Finally, look for a prize opportunity in this issue.

HAPPY NEW YEAR!!!!!!!!!!

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ASTM International Occupational Health and Safety Committee Presents Award of Merit to Thomas J. Slavin
Thomas J. Slavin, global safety and health director at Navistar Inc. in Chicago, Ill., has received the Award of Merit from ASTM International Committee E34 on Occupational Health and Safety. The Award of Merit, which includes the accompanying title of fellow, is ASTM’s highest organizational recognition for individual contributions to standards activities.

Committee E34 cited Slavin, a member of ASTM International since 1979, for his exceptional leadership and technical contributions to the development of occupational health and safety standards. Slavin is first vice chairman of Committee E34, chairman of Subcommittee E34.20 on Foundry Safety and Health and vice chairman of Subcommittee E34.50 on Occupational Safety and Health Performance Improvement. The committee honored him with an Award of Appreciation in 2009. He also works on Committees D22 on Air Quality, F13 on Pedestrian/Walkway Safety and Footwear and F23 on Personal Protective Clothing and Equipment.

Slavin began his career as an industrial hygienist at Liberty Mutual Insurance Co. after earning a bachelor’s degree in zoology from the University of Illinois, Urbana, Ill., in 1969. He then served as coordinator of industrial hygiene at the Motor Vehicle Manufacturers Association before joining Navistar (formerly International Harvester) as an industrial hygienist in 1979, the same year he received a master’s degree in occupational and environmental health from Wayne State University in Detroit, Mich. He became manager of industrial hygiene in 1982, manager of safety and health in 1984, and assumed his current role in 2008.

Outside ASTM International, Slavin is a member of the American Chemical Society, American Foundry Society, American Industrial Hygiene Association, American Society of Safety Engineers, the Institute for Safety and Health Management and SAE International. He holds an MBA from the University of Chicago.

Tom is the Vice Chair of the Board for ISHM.

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**Section Two - NIOSH Survey**

Results of a NIOSH survey recently released point to some interesting challenges and opportunities for professional safety managers. The survey indicated that in the next few years there is a projected demand for an additional 25,000 safety professionals with only about 13,000 of these coming from academic programs. Often times when the economy turns sour companies will let go of some, if not all, of their safety staff. Much the same has happened in the academic community with colleges and universities reducing or
eliminating EHS programs. NIOSH indicated that many of the vacancies will be filled by current workers who do not possess an EHS background or education.

Another exciting result of the survey is that employers want new EHS grads to have more leadership and communication training. WOW, it is a great time to be a CSHM or ASHM with documented and tested management skills.


Caution, have a full cup of copy when you start, the report is 246 pages long.

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**Section Three - GREEN – where do you stand?**

The Obama administration unveiled rules for coal-fired power plants that mean costly investments passed on to consumers, but also health benefits.

Hundreds of older plants — which together make up the largest remaining source of unchecked toxic air pollution in the United States — will have to cut emissions or shut down.

We include this to show that ‘green’ rules and requirements are increasing daily. We live in a state with lots of sun and solar energy projects are being started at an amazing rate. Yes it harnesses the sun’s power but it uses lots of water in the process of making electricity. Another trade off???

On a smaller scale each of us could do things to reduce our carbon footprint. I chuckle at a current TV commercial where a person has trained three Guinea Pigs to row a small boat and generate electricity to power his computer. A bit extreme perhaps but we should all think of things we can do to be more environmentally friendly.
Dave Johnson, editor of ISHN and a member of the ISHM board of directors recently posted an editorial. We have attached it. Please read and see how you compare to Dave in his attempts to reduce his carbon footprint. It appears to be challenging.

Our office is attempting to become more considerate of the environment. We shut off all unused equipment daily. We have reduced the thermostat and we are making plans to go totally electronic files and storage. Currently records are maintained in paper format. Our plans are to scan all files and then take the paper to a recycling facility after it is properly shredded. Also we attempt to conduct as much ISHM business as possible using email eliminating the need for letters and invoices via the US mail system. I suppose we are part of the issue facing the US Postal Service as it downsizes due to reduced demand.

Personally we are constantly seeking ways to reduce electric and fuel consumption. We have also planted over 100 trees.

Please let us know what you are doing to reduce your carbon footprint. Our team will select what is believed to be the most innovative to receive a solar charger for your cell phone or other portable devices. Email your responses to manager@ishm.org.

Section Four – No More PEDs while driving?

In an unprecedented move, the National Transportation Safety Board (NTSB) is recommending a nationwide ban on the driver use of personal electronic devices (PEDs) while operating a motor vehicle.

The action came during today's Board meeting on a 2010 multi-vehicle highway accident in Missouri during which a pickup truck ran into the back of a truck-tractor that had slowed due to an active construction zone. The pickup truck, in turn, was struck from behind by a school bus. That school bus was then hit by a second school bus that had been following. As a result, two people died and 38 others were injured.

The NTSB's investigation revealed that the pickup driver sent and received 11 text messages in the 11 minutes preceding the accident. The last text was received moments before the pickup struck the truck-tractor.
The Missouri accident is the most recent distraction accident the NTSB has investigated. However, the first investigation involving distraction from a wireless electronic device occurred in 2002, when a novice driver, distracted by a conversation on her cell phone, veered off the roadway in Largo, Maryland, crossed the median, flipped the car over, and killed five people.

The recommendation issued today specifically calls for the 50 states and the District of Columbia to ban the nonemergency use of PEDs (other than those designed to support the driving task) for all drivers. The NTSB is also urging the use of the NHTSA model of high-visibility enforcement to support these bans and implementation of targeted communication campaigns to inform motorists of the new law and heightened enforcement.

NTSB Chairman Deborah A.P. Hersman said that more than 3,000 people lost their lives last year in distracted driving-caused crashes.

The NTSB cited incidents it has investigated since 2002:

• In 2004, an experienced motorcoach driver, distracted on his hands-free cell phone, failed to move to the center lane and struck the underside of an arched stone bridge on the George Washington Parkway in Alexandria, Virginia. Eleven of the 27 high school students were injured
• In the 2008 collision of a commuter train with a freight train in Chatsworth, California, the commuter train engineer, who had a history of using his cell phone for personal communications while on duty, ran a red signal while texting. That train collided head on with a freight train – killing 25 and injuring dozens;
• In 2009, two airline pilots were out of radio communication with air traffic control for more than an hour because they were distracted by their personal laptops. They overflew their destination by more than 100 miles, only realizing their error when a flight attendant inquired about preparing for arrival
• In Philadelphia in 2010, a barge being towed by a tugboat ran over an amphibious "duck" boat in the Delaware River, killing two Hungarian tourists. The tugboat mate failed to maintain a proper lookout due to repeated use of a cell-phone and laptop computer
• In 2010, near Munfordville, Kentucky, a truck-tractor in combination with a 53-foot-long trailer, left its lane, crossed the median and collided with a 15-passenger van. The truck driver failed to maintain control of his vehicle because he was distracted by use of his cell-phone. The accident resulted in 11 fatalities.

"In the last two decades, there has been exponential growth in the use of cell-phone and personal electronic devices," according to a statement issued by the NTSB, which went on to note that a Virginia Tech Transportation Institute study of commercial drivers found that a safety-critical event is 163 times more likely if a driver is texting, e-mailing, or accessing the Internet.

There are lots of studies about distracted driving that indicate that cell PED usage is dangerous. One such study [http://www.psych.utah.edu/lab/appliedcognition/](http://www.psych.utah.edu/lab/appliedcognition/) makes for interesting reading.

The age old challenge is that PEDs are no more dangerous than eating, applying makeup, drinking hot liquids, etc. The majority of the studies support that. PED usage is a low percentage of noted distractions.

However it is the most expensive because there is a trail that the legal folks can prove. Note the information in the article about the school bus crash “that the pickup driver sent and received 11 text messages in the 11 minutes preceding the accident.” That appears easy to prove. Proving that someone was trying to capture a cheeseburger that fell or that someone spilled coffee in their lap is much more difficult to prove.

That fact that it can be proven probably is why insurance companies and those they insure are proactive about cell phone use while driving.

Certainly an issue that safety managers must consider and deal with.

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**Section Five – Quizzes for COC points**

The next MANCOMM quiz will be posted on January 3, 2012. You can access the quiz by clicking on the MANCOMM link on the ishm.org homepage.

**Remember, the password is OSHA11**