

A new year, a new perspective

Many people in their personal life at the end of the year make a New Year's resolution. I have got to the stage in my life that I do not bother making personal New Year's resolutions because I cannot commit to keeping them.

However, in my business life it is a little different. I set goals and forecasts for the year as well as make sure I have all my files ready to go to the accountant so I can send the Federal Government that big tax cheque.

Here is a great suggestion if you have not made a resolution for 2013. It comes from one of my customers who asked that I make them a safety calendar.

The calendar would include important items such as Safety Talks, JHSC Meetings, Collision Review Committee Meetings, Safe Driving Award Banquet, Company Truck Driving Championship, Time to run the company CVOR, Time to Run Driver Abstracts, Review Driver Turn Over and Driver Hiring Practices.

Two other important items on the list were to review the content of driver orientation and to review driver policies. The way we do things in the trucking industry frequently change. Truck and other equipment design and technology change. Laws and regulations change and staff members need to know about all the changes so they can do a job safely, efficiently and in compliance with regulation.

In the case of driver orientation, information changes not only with respect to the equipment and regulations, but also to our customer base and the way things are done.

Improving your driver Orientation Program

A tip for a successful orientation program is to ask the drivers for their input at the end of orientation.

- What did you like most about orientation?
- What would you suggest that we change or add to the program?

Safety Departments job isn't to protect the workers; their job is to help the workers protect themselves.

John Wettstein

There are still dates available to book your Drivers Spring Safety Talk

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Check out our website www.transportationsafetycs.ca for past issues on the Safety Lane as well as many other interesting articles.

If you have an industry article to share please forward it to mike@transportationsafetycs.ca

Meet the safety challenge with great communication

It's often said that safety is everyone's responsibility. It's also often said that management commitment and employee involvement are critical factors in developing an effective safety and health system. Both these statements are true, of course. And you're the messenger-the link between management and the workforce that makes it all work.

Safety communication is one of your most important roles as a safety professional. Fortunately, there are lots of good ways to communicate your safety messages.

Written Communication

Written safety communications are so often necessary because the material may be technical, complicated, lengthy, and/or because there may be documentation requirements. The written word is also the most flexible way to communicate any kind of safety information to large numbers of employees all at once, while ensuring a consistent message.

Opportunities for written safety communications include:

- Policy statements, which establish the importance of safety and health to the organization, create the safety culture, and drive management and employee commitment to maintaining a safe workplace
- Safety manuals, which provide technical information about specific equipment or processes
- MSDSs and labels, which communicate material hazards and precautions
- Signs and posters, which alert employees to hazards and emphasize required protections graphically
- Incident reports, which analyze near misses, accidents, and other events to discover causes and corrections
- E-mail reminders, which keep employees engaged in and up to date with safety issues
- Safety bulletin boards, to display a variety of safety reminders, program information, and other eye-catching information
- Safety and health pamphlets, covering basic safety and wellness issues
- Payroll stuffers, which allow you to reach all employees easily with important safety messages
- Letters mailed to employees' homes, which can provide family safety and health information as part of an off-the-job safety program

Verbal Communication

As important as written communications are, let's not forget the spoken word. Oral communications are an effective-and immediate-way to communicate small bites of safety information. For example:

- Safety reminders from supervisors
- Positive reinforcement for safe performance
- Weekly safety meetings
- Instructional briefings or toolbox talks
- Safety committee discussions
- Feedback from employees on safety issues and concerns
- Hazard and incident reporting

Non-Verbal Communication:

- Leading by example
- Conducting regular safety inspections and audits
- Maintaining housekeeping schedules and standards to provide employees with a clean and neat workplace
- Making safety training a priority

Traffic Violations

On January 26, 2013 a W5 Story aired regarding police issuing tickets at record rates. With Winnipeg being the highest followed by Toronto and in 3rd was Montreal.

In Winnipeg the cameras filming as the police nabbed violators. At the rate they were pulling vehicles over, it sure seemed like a cash grab. Or, were they just upholding the law and doing their job?

In Winnipeg, they were stopping drivers who were in the right turn lane and going straight through the intersection. In Kitchener, if you are on Wilson Ave at Fairway Road there is a similar scenario.

The people in these cities, especially those receiving a ticket for the violation, were upset.

Should they be upset? Lets think about it a little. Did they do something wrong?

To many, the lane markings do not make sense. Does that give them the right to do what they think makes sense?

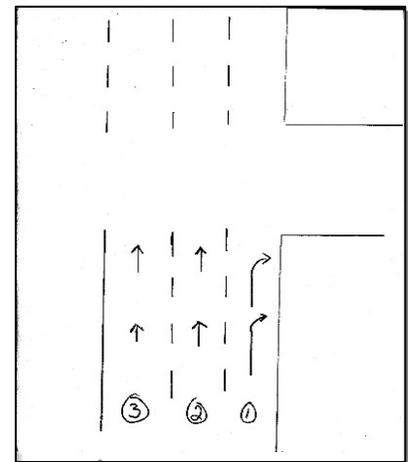
Intersections, traffic lights, and speed limits are all intended to control the traffic. Now having said that, it is not a perfect world, especially when it comes to controlling the traffic.

If you are in the right lane waiting to make a right turn and the vehicle in front of you is sitting at a red light to continue straight ahead, they have likely annoyed you. For some people, this annoyance can lead to a little road rage.

Lets look at another scenario. There is a vehicle in the right lane and has a green light but decides to go straight ahead instead of turning. The vehicles stopped in the perpendicular road to his right now have to wait for this driver to do his/her thing before they can turn right on a red light. To throw one more curveball into this scenario, what if the traffic lights have a right turn green arrow? This is becoming more common.

Now, being the safe driver that I am, if I were the person making the right turn on a red, I would be looking to my left for traffic. When I se them barreling down on me at full speed I would think to myself that I had better stop.

For those of you that are against roundabouts, perhaps these preventable intersection collisions are the reason for their recent popularity.



My intersection safety tip is to always look left, right and left again even if you have a green light.

Mike Kroetsch, Transportation Safety & Compliance Solutions, March 2013

Gotcha! Cameras slow rate of red light violations

Article from FleetOwner Jan. 28, 2013 Sean Kilcarr

A study by the Insurance Institute for Highway Safety (IIHS) reviewing the use of red-light cameras at four major intersections within the county of Arlington, VA, over a two-year period determined that those cameras significantly reduced the number of red-light violations – proving, in the eyes of the group’s researchers, that such technology can successfully “modify” driver behavior.

Anne McCartt, senior vice president for research at IIHS and the study’s lead author, said that one year after the start of ticketing in July 2010, the odds of a red light running violation at those four camera-covered intersections dropped across the board.

She said violations occurring at least 0.5 seconds after the light turned red were 39% less likely than would have been expected without cameras, with violations occurring at least 1 second after were 48% less likely, while the odds of a violation occurring at least 1.5 seconds into the red phase fell 86%.

“The study provides fresh evidence that automated enforcement can get drivers to modify their behavior,” McCartt noted. “What these numbers show is that those violations most likely to lead to a crash are reduced the most. The longer the light has been red when a violator enters an intersection, the more likely the driver is to encounter a vehicle traveling in another direction or a pedestrian.”

To calculate how the cameras affected violation rates, IIHS researchers videotaped traffic a month after ticketing began and again after a year.

In addition to the four camera-enforced intersections, videotaping was done at four other intersections in Arlington — two on the same corridors where cameras were located and two elsewhere — to see if there was any spillover effect from the cameras, while four control intersections in neighboring Fairfax County, which does not have a camera program, also were observed.



“The Arlington program is another example of the safety benefits cameras bring to intersections,” said David Kelly, executive director of the National Coalition for Safer Roads (NCSR) and former acting administrator for the National Highway Traffic Safety Administration (NHTSA), told Fleet Owner.

“Red-light runners don’t discriminate who they hit,” he explained. “Commercial drivers are at as much risk as everyone else on the roads. We have to make sure that we are doing everything we can to get drivers to slow down at intersections and obey the light.”

Kelly pointed out that, due to their size, it is harder for commercial vehicles to stop short or perform evasive maneuvers to avoid a crash. “This makes them particularly susceptible during intersection crashes,” he stressed, why is why red-light cameras can benefit carrier safety.

IIHS added that the number of U.S. communities currently using red-light cameras have grown to about 540, with a 2011 study by the group of large cities with longstanding red-light cameras finding that cameras reduced the fatal red-light running crash rate by 24% and the rate of all types of fatal crashes at signalized intersections by 17%