

"There are risks and costs to a program of action, but they are far less than the long-range risks and cost of comfortable inaction." *President John F. Kennedy*



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SAFETY & LOSS CONTROL NEWS

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DRIVING QUESTIONS

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"Why don't school buses have seatbelts?"

"Compartmentalization" provides a protective envelope of strong, closely spaced, energy absorbing seats.

About 394,000 school busses travel 4.3 billion miles to transport 23.5 million children each year. Crashes result in about 11 fatalities each year compared to over 8,000 for the same age group in other vehicles.

DID YOU KNOW?

According to the National Center for Health Statistics, of the 27 million visits to hospital emergency rooms for unintentional injuries in 2002:

7 million resulted from falls

4.6 million resulted from vehicle crashes

4.5 million resulted from being struck by something or someone

2.5 million resulted from cuts or puncture wounds.

So far, we have held six classes of the National Safety Council's Defensive Driving Course and 106 drivers have completed the course. While the course addresses topics such as seatbelt use, child safety seats, driving while intoxicated or fatigued, road rage, and strategies for avoiding collisions or dealing with adverse conditions, other topics usually come up. Here are some common questions and answers that may be on your mind as well:

"How come the law says one thing, but my (or my friend's) experience is something different?" - I don't know. I cannot interpret the law, that's what judges, lawyers, and courts are for. I can tell you what the law is now. The law may have been different back

then, or you may be referring to a different state's law. Every situation is unique.

"Why doesn't MS have a primary seatbelt law?" - We are one of 29 states who do not have a primary seat belt law and the reason I am told is that the Legislature's perception is that we would prefer to have the choice/freedom rather than have the requirement. If you feel differently, let them know. Note - MS has a partial "primary law" that applies to passengers under the age of 8.

In addition to state law, your university may have a policy requiring seatbelts to be worn when in a university owned vehicle. If not, contact Andy at the Office of Risk Management for sample language if

you desire.

"I have recently moved to MS. How much time do I have to get a new driver's license?" - 60 days. You should also be prepared to surrender your previous license, pay a \$20.00 fee, take a vision test and provide several other documents. Contact the MS Highway Patrol for more info.

"What is the time limit for obtaining a MS license plate after moving into the state?" - 30 days. Contact the tax collector in your county of residence for more information.

"How many traffic fatalities were there in MS last year?" - 900 fatalities during 2004 according to MHP. MS averages 883 traffic fatalities per year, making it the 3rd highest state related to miles driven.

WMD THREAT & VULNERABILITY ASSESSMENTS

As if you didn't have enough safety and loss control concerns, we need to recognize the potential use of weapons of mass destruction against our universities and the values they represent. Most universities have been giving this some degree of attention for a while, and various departments have been involved with preparedness and research issues to varying degrees. Campus Police have taken the lead in most projects, and there is currently a system-wide effort to strengthen the security of our athletic venues. Those involved with agriculture have received direct attention from a few federal agencies, as have several other laboratories and research facilities.

As you should quickly come to agree with, no single department, unit or campus can address this topic fully by itself. Multi-disciplinary teams from the university and the surrounding community must work together to assess and prepare for likely scenarios identified by the team.

Money is always an obstacle cited to preparing to respond to, or (better yet) prevent such events. There is actually quite a bit of money available for addressing equipment needs, and a great deal of free training available to learn how to assess threats, vulnerabilities, and access the money. There is also a good bit of direct technical assistance available, if you just know how to ask for it.

The MS Office of Homeland Security recently sponsored a free 3-day course on how to do all of the above. To make a long story short, and omit about a dozen agencies, it was hosted by Capitol Police here in Jackson and was delivered by the Texas Engineering Extension Service (TEEX) who are members of the National Domestic Preparedness Consortium. They are delivering courses all over Mississippi and have been for quite some time. They stated they would conduct more courses for our universities upon request. While there are a myriad of federal agencies involved with homeland security issues and lots of training - this is a good basic start. For more information contact Andy @ 601-432-6659.

DISTRACTED DRIVING - WHO'S AT RISK?

Everyone is at risk from their own potential distractions while driving, as well as from other distracted drivers sharing the road. The National Highway Traffic Safety Administration (NHTSA) estimates that 25% of all crashes involve some form of driver distraction. A NHTSA survey found that the most common distractions are:

- Talking with passengers
- Changing radio stations
- Looking for CDs or tapes

Eating or drinking

Talking on a cell phone

Dealing with people in the back seat

The National Safety Council offers these tips to prevent crashes due to drivers being distracted:

- Make adjustments to vehicle controls (such as radios, climate control, or mirrors) before beginning to drive or after the car is no longer in motion.
- Don't reach behind the

seat, pick up items from the floor, open the glove compartment, or clean the inside windows while driving.

- Set your alarm clock to allow for personal grooming at home rather than in the car.
- Plan your route before driving. Look at maps with car parked or ask passenger to help navigate.
- Avoid emotional conversations while driving.
- Pull over to use the cell phone.

SAFE HANDLING OF FLAMMABLES & COMBUSTIBLES

University campuses utilize a variety of combustible liquids in varying amounts for many different reasons. Weather it be a small amount to fuel a generator, various mixtures for various engines, or large tanks for fueling vehicles or for collecting used material to recycle - all pose dangers to health, safety and the environment. Solvents, paints, fuels, lubricants and others are quite easy to find at most facilities. Following are some tips from the Occupational Safety and Health Administration to mitigate some of these dangers, and lead to the successful use of these potentially hazardous chemicals:

Ensure combustible debris, waste materials (oily rags, etc.) and waste solvents are stored in covered metal receptacles and removed from the worksite promptly.

Provide approved containers and tanks for the storage and handling of flammable and combustible liquids.

Use safety cans for dispensing flammable or combustible liquids at a point of use.

Make connections on drums and piping tight.

When not in use, ensure all flammable liquids are kept in closed containers.

Bond and ground drums of flammable liquids to containers during dispensing.

Ensure storage rooms have explosion-proof lights and mechanical or gravity ventilation.

Where flammables or combustibles are used or stored, post **"NO SMOKING or OPEN FLAMES"** signs. Physically guard liquefied petroleum storage tanks to prevent damage from vehicles.

To assure support and stability, place firm separators between containers when stacked.

Separate fuel gas cylinders and oxygen cylinders by distance and fire-resistant

barriers while in storage.

Do not block or obstruct fire extinguishers.

Keep fire extinguishers serviced, maintained and tagged at intervals not to exceed 1 year.

Clean up all spills promptly.

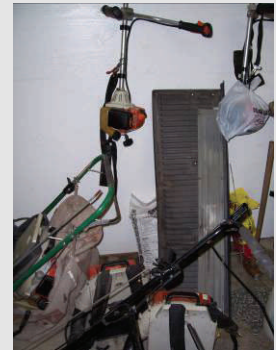
Ensure storage tanks are adequately vented to prevent an excessive vacuum or pressure as a result of filling, emptying, or atmosphere temperature changes.

Ensure tanks are equipped with emergency venting.

What's an "approved safety can"? They include features such as a shape that is not easily tipped over, self-closing spigots, pressure relief valves, flame arresters, and are made from non-sparking material. All to keep the user from getting hurt. Labels should include "OSHA Approved" and "NFPA 30 Compliant". They should also be "UL Listed".

Contents should be labeled accurately and boldly.

Featured Hazard:



I've seen this *more than a few times*. The trimmer with fuel in tank is hanging above a bag of fertilizer. A leak could produce a bomb waiting for ignition from a spark, flame or cigarette. Best not to tempt fate!



Only the Locksmith has more keys than John Green, Safety Inspector @ USM. His constant rounds making fire safety inspections focuses on residence halls this time of year - a good time to do it!

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