



SAFETY CANADA

The member newsletter of the Canada Safety Council

Reality Check on Impaired Driving

Canadians know the limits, and generally avoid drinking and driving. But many don't know what the penalties are, and few believe they are being applied.

Last June, Parliament enacted a change to the Criminal Code to allow a maximum sentence of life in prison for impaired driving causing death. Yet an Environics poll commissioned by the Canada Safety Council found that 65 per cent of Canadians — 56 per cent of men and 74 per cent of women — think Canada's impaired driving laws are not strict enough.

Of those surveyed, 62 per cent knew they could be charged with a criminal offense if their blood alcohol concentration (BAC) exceeds .08. A further 26 per cent thought .05 was the limit. CSC finds it encouraging that 88 per cent know the limit or err on the side of caution.

What are the penalties?

Only four in 10 correctly believed a first-time impaired driving conviction brings a minimum \$600 fine and one year driving prohibition. (That penalty was increased in June 1999, from a \$300 fine and three month suspension.) Only two in 10 correctly believed that life in prison is the maximum penalty for impaired driving causing death. (Prior to June

2000, it was 14 years.) Ironically, better educated respondents were less likely to know the penalties than those with lower levels of education.

Application of the law

On top of this, most respondents didn't think our courts make drunk driving charges stick. One in four thought less than 25 per cent of charges result in convictions. Only one in 10 correctly answered that over 75 per cent of charges result in convictions.

Of all criminal charges, impaired driving has the highest conviction rate — 77 per cent nationally in 1998, including guilty pleas and those found guilty after trial.

Over 40 per cent of respondents said they'd been stopped by police in the past year to check for impaired driving. Residents of British Columbia (67 per cent) and in particular Vancouver (71 per cent) were most likely to have gone through a roadside check.

Visible, effective enforcement is a proven tool in the fight against impaired driving. If people believe they will be caught, they are far less likely to offend. When the chance of being caught is 40 per cent, the police are doing a very good job.

Seventy per cent of Canadians said they never drive after drinking any amount of alcohol. Respondents in the Atlantic provinces were least likely to drink and drive. This confirms that social drinkers have gotten the message, and have changed their behaviour patterns. If they're going to be drinking, most people plan ahead not to drive.

Forty-one per cent of men but only 18 per cent of women admitted to driving after drinking any amount of alcohol. The fact that men are more likely than women to drink and drive is reflected in 1998 statistics that show eight men were charged with impaired driving for every woman.

Less than one per cent of respondents admitted to drinking before driving several times a week. This is in

Continued on page 4...

Elmer the Safety Elephant's Flag Program is Back

Do you remember the Elmer Flag at your school? Well, it's back. The new, improved Elmer Flag program was launched from coast to coast on November 21, 2000, when schools and safety villages across Canada raised the new flag.

The new program builds on the highly successful principles of the old. It is the latest partnership between the Canada Safety Council and Liberty Mutual Insurance, who have been working together to promote child safety over the past year.

How it works

The local community police officer requests a flag kit from the Canada Safety Council or the nearest Liberty Mutual office. Each kit contains resources for three schools. The officer conducts a brief safety assembly at each school to make sure the children understand Elmer's seven traffic safety rules, and raises the Elmer flag.

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THE PRESIDENT'S PERSPECTIVE

Over the past decade, the Canada Safety Council has been a strong advocate for graduated licensing. Implementation of graduated licensing systems for new drivers in several provinces has led to a decline in vehicle crashes and associated deaths and injuries.

Over a year ago, unreasonably long waiting times for testing started to threaten the outstanding success of this program in Ontario. At that time, CSC urged the province to expand its delivery system by privatizing driver examinations. During 2000, the backlog reached urgent proportions. The long waiting lists are a result of young drivers reaching the end of their probationary license under Ontario's new graduated licensing system.

On November 2, Ontario Minister of Transport David Turnbull announced that the province will privatize driver testing. The announcement was good news for Ontario drivers and for all involved in road safety. Alberta, Michigan and some European countries have already privatized this function, with good results.

Privatizing driver testing makes a lot of sense and will improve safety by providing testing when it is needed. It should not take long for the backlog to be addressed, in view of the fact that there are agencies who already have the administrative structure in place.

For example, most of Ontario's community colleges examine motorcycle riders through a Recognized Authority given by MTO. Many offer testing for other types of licenses. Indeed, the only testing in which they are not already involved is the G license, which was the subject of the Minister's announcement.

Driver testing is a government function which can and should be privatized in the interests of safety.



SAFETY CANADA

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Kwiz Korner

Test your snowblowing I.Q. on this flurry of questions.

- When purchasing a snowblower you should buy:
 - the most expensive machine; it should be the safest.
 - a machine approved by CSA International.
 - the machine of your choice, since the federal government monitors snowblower safety.
- When you fuel a snowblower, fill the gas tank only when the engine is:
 - hot, so that the fuel will heat quickly and prevent stalling.
 - cool and not running.
 - running.
- The best way to manoeuvre a snowblower is by:
 - pushing or pulling, depending on your preference.
 - pushing through deep snow, pulling through light snow.
 - pushing it only.
- When clearing a snowy slope, you should take:
 - alternating runs up and down a hill to prevent fatigue.
 - horizontal strokes across the hillside.
 - diagonal strokes from top to bottom.
- What ground clearance should you give your snowblowing machine when clearing snow from an area of gravel or crushed rock?
 - 2.5 cm above ground level.
 - the machine should be clearing at ground level so pedestrians can walk safely on the exposed gravel.
 - it doesn't matter since snowblowers seek their own level of clearance.
- When the ejection chute of a snowblower is blocked with snow, how should you clear it?
 - shut off the engine and clear out the snow.
 - lean the snowblower on its side and melt the blockage with a pail of warm water.
 - continue to use the snowblower, since the blockage will break up as new snow is forced in behind it.
- If you must leave your machine unattended, it's best to:
 - leave it running, rather than let the engine cool down.
 - put the machine in neutral and park it against a solid object in case it slips into gear.
 - turn the machine off.
- Before servicing a gasoline powered snowblower, you should disconnect the:
 - gear cable.
 - fuel line.
 - spark plug wire.
- Snowblowers can produce noise of up to 90 decibels (db). How important is hearing protection?
 - not important to an adult, since 90 db can cause hearing damage only in children.
 - not important, since only noise in the 200 db range can cause hearing damage.
 - quite important, since repeated exposure to noise of 80 db can cause permanent hearing loss.
- The most dangerous article of clothing to wear while using a snowblower is:
 - a helmet.
 - steel-toed boots.
 - a long scarf.

Answers on page 8...

Intersection

Winter Tires

No matter how many safety features your vehicle has, it's the tires that enable you to handle it in the snow and ice.

To change or not to change

Tires marked "M + S" ("mud and snow" tires), also known as "all-season" tires, provide safe all-weather performance, but may not be suitable in heavy snow. Wide, high performance tires, other than those that are specifically designed as snow tires, are not suitable for snow-covered roads.

In regions with little snow and moderate winter temperatures, all-season tires may be suitable throughout the year. However, as the temperature drops below -10 C, the rubber compound in all-season tires may cause them to lose their grip as the tires harden in the cold.

Wherever cold or snowy winters are the rule, snow tires become a necessary safety precaution. In deep snow, winter treads improve traction by allowing the tire to rid itself of snow as it rolls, giving it a clear bite on the road.

Years ago, snow tires used to be knobby and noisy. They were made for driving in the snow, but had poor traction in the dry and wet. Today, winter tires are made of new rubber compounds that can handle not only ice and snow but also dry, wet or slushy driving conditions. With state-of-the-art road-clearing techniques, the roads can be clear and dry a few days after a major snow storm.

Tires that meet Transport Canada's new "snow tire" designation will help you control your vehicle safely in snowy conditions. Tires marked with the pictograph of a peaked mountain with a snowflake meet specific snow traction performance requirements and are designed for snow conditions.

Mount on all four wheels

As a general rule, to maintain control and stability of your vehicle you should install identical tires on all wheels. Avoid mixing tires with different tread patterns, internal construction or size, unless specified by the vehicle manufacturer.

The traditional wisdom from the days when almost all vehicles were rear wheel drive (RWD), was to mount two snow tires for winter driving on the drive wheels. The rationale was that this would provide the best forward traction.

However, the driving dynamics of FWD vehicles in conditions of poor traction are very different from those of RWD vehicles. Vehicles equipped with FWD need both linear (forward) traction, and lateral traction, particularly on the rear wheels, to prevent spin-out and loss of control.

For safe operation in snow, FWD vehicles should be equipped with four good snow tires — two on the front for linear traction, and two on the rear for lateral traction to control skid and spin-out. Δ



Look for this new pictograph when buying snow tires.

ERRATUM

Get Ready for Winter Driving (Fall 2000) incorrectly advised to install snow tires at least on the drive wheels. The Canada Safety Council recommends that snow tires be installed on *all four wheels*.



Child Restraint Initiative Wins Award

We are pleased to announce that the Canadian Centre for Philanthropy has chosen *Buckle Up Bears* as one of five Imagine "New Spirit of Community" winners for 2000. The program was featured in the December 15 issue of *The Globe and Mail*.

Buckle Up Bears combines the safety expertise and distribution networks of the Canada Safety Council, the guidance and training of the Infant and Toddler Association and the financial and human resources of The Co-operators. It helps caregivers make children as safe as possible when riding in the family vehicle. In the long term, it aims to increase the proper use of vehicle child restraints.

The program offers practical, hands-on assistance at car seat inspection clinics which involve many local partners, including public health, police, fire officials and community volunteers. Only 12 per cent of the car seats checked were correctly installed and used. That means 88 per cent of participants were helped at the clinics — and shows the urgent need for the program. During 2000, 54 clinics were held in 12 communities across Canada.

In addition, *Buckle Up Bears* has reached millions of Canadians through media news stories, and has distributed 400,000 growth charts with information on the types of child restraints and how to use them.

The success of this program is an outstanding example of how corporate Canada can make a difference. The Canada Safety Council is proud to be a partner in *Buckle Up Bears*, and congratulates The Co-operators for its leadership and commitment to a very important child safety issue. Δ

Poll, from page 1.

line with research that identifies hard core drinking drivers as the less than one per cent of drivers who cause a disproportionate number of road crashes, injuries and deaths.

Five per cent said they drive after drinking every week or two. Of the total six per cent who regularly drink and drive, most were men (77 per cent) and over 1/3 had a university degree.

Overall, the poll showed a lack of knowledge of the law and widespread misconceptions of how it is applied.

Public confidence

that governments are taking the problem of impaired driving seriously is low. The Canada Safety Council is concerned that these public perceptions do not reflect reality, and need to be corrected.

In 1998, crashes involving drinking drivers killed 986 people. Drinking drivers were involved in 3,382 serious injury crashes. Δ

The Environics Research Group surveyed 2,088 Canadians between September 25 and October 16, 2000. Nationally, the results are accurate to within +/- 2.2 per cent, 19 times out of 20. The Canada Safety Council commissioned the poll, with financial support from Justice Canada, the Insurance Bureau of Canada, the Motorcycle and Moped Industry Council and the Driving School Association of Ontario.

Flag Program from page 1.

If there is a traffic mishap involving a student, the school takes down the flag and stores it for a prescribed number of days. The children notice the flag is missing and ask where it went. This provides an opportunity for teachers and the police officer to discuss the incident and talk about how to prevent similar ones, and review Elmer's seven traffic safety rules. The flag is again raised after 15 or 30 consecutive days with no traffic-related incidents.

The Elmer Safety Flag Program is carried out only during the school year. All mishaps are counted during and after school hours and on weekends.

About Elmer...

The Elmer safety program started in 1947. At that time, parents, educators, police and politicians were alarmed by the rising number of young school-age children being hit by cars and decided urgent action was needed.

A study of collisions involving children five to nine years of age showed that most mishaps were caused by a few specific hazards. Running was often a factor, and momentary excitement made children forget to be careful. This study became the basis for Elmer's safety rules and the slogan, "Elmer and I never forget."

The program was introduced to Toronto on a public service basis by the Toronto Telegram newspaper, which fostered its growth during the first decade. It was immediately effective. During its first year, the number of children hit in traffic dropped 44 per cent despite a 10 per cent increase in the number of motor vehicles registered.

When the Telegram ceased publication in 1971, it transferred all rights to the Canada Safety Council, which holds the trademark and copyright for Elmer the Safety Elephant. Δ

Hard core drinking drivers cause a disproportionate number of road crashes, injuries and deaths.

It's Not Just the Drunk Drivers ...

To most people, impaired driving means driving a vehicle on the road after consuming alcohol. However, as progress is made in the fight against drunk driving, other issues are emerging.

Off-road Vehicles

The penalties for impaired driving also apply to operators of off-road and recreational vehicles such as all-terrain vehicles, snowmobiles and boats. Although the scope of the problem is not well known, recent data suggest a serious problem. In 1998, 60 per cent of off-road vehicle operators killed in crashes had been drinking. Statistics for 1997 show that 71 per cent of fatally injured snowmobilers and 55 per cent of fatally injured boaters were impaired.

Education and training are available for recreational vehicle users. For example, the Canada Safety Council provides training for riders of snowmobiles and all-terrain vehicles. These programs focus on the "don't drink and ride" message while helping riders improve their skills. It is very hard to enforce the law for off-road vehicles. Nevertheless, effective prevention and detection programs must be put in place to stop the alarming increase in off-road fatalities.

Pedestrians and Cyclists

There appears to be little public discussion or awareness of impaired pedestrians and cyclists, yet 43 per cent of fatally injured pedestrians and 21 per cent of fatally injured cyclists were impaired, according to a study sponsored by Transport Canada *The Alcohol-Crash Problem in Canada: 1998*. More effort needs to be directed at this problem, as few programs currently exist.

Other Substances

The Canadian Society of Forensic Study found that substances other than alcohol were a contributing factor in 10 to 20 per cent of vehicle crashes in 1990. A recent Quebec survey found that drug use was more than seven per cent more prevalent than alcohol use. These findings raise cause for concern regarding drivers who are impaired by medications and illicit drugs.

As Canada's population ages, the use of prescription and over-the-counter medications will increase. More research and more education are required. Δ

The Canada Safety Council was a sponsor of the Strategies to Reduce Impaired Driving (STRID) Conference held in Vancouver, BC, October 12-14 2000, at which these issues were identified as future priorities.



About three-quarters of snowmobile mishaps involve alcohol.

The SnowPro Computer Program reviews what every snowmobiler needs to know in order to ride safely, although it does not replace hands-on instruction. It's available from the Canada Safety Council for \$29.95. To order contact CSC at (613) 739-1535, ext. 223 or visit our Web site.

Public Platform

Preparation and Communication the Key for Children Home Alone

One of the realities of today's society is the pressure for children to stay home alone for a short time after school until a parent returns from work. But parents who let their children stay home on their own or with a sibling must supervise them remotely.

Whether they are 6 or 16, school age children need to be supervised by a responsible adult. If you can't be there in person when your child gets home from school, find a way to give him or her the feeling of being supervised.

The Canada Safety Council's advice includes:

- Set firm rules, with clear do's and don'ts.
- Prepare your child to deal with situations that may arise.
- Specify how his or her time is to be spent.
- Keep in touch — if you're hard to reach, get a mobile phone or pager.
- Make sure your home is safe and secure. (*See Home Safety Checklist on page 6.*)
- Limit the time you leave your child at home alone.

The age at which children can legally be left at home alone for short periods of time varies from province to province, from 10 to 12 years. However, a 1999 report commissioned by Health Canada found that parents request "home alone" courses for children as young as grade three.



A new Canada Safety Council booklet helps prepare children to look after themselves, focusing on how to prevent problems, handle real-life situations, and keep safely and constructively occupied.

The Canada Safety Council urges parents not to let a child stay at home alone before age 10 — and then only if the child is mature enough, only for an hour or two at most, and only if there's a responsible adult nearby to help out if needed. Age alone does not determine whether or not a child is capable of looking after himself or herself properly. For example, unsupervised teens and pre-teens can sometimes get into more trouble than younger children.

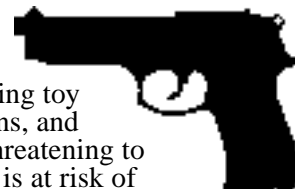
Short test runs may help you assess whether your child is ready to stay home alone. Go out for just a few minutes. When you return, talk to your child about the experience. Increase the amount of time you are out, leaving specific instructions.

Continued on page 6...

Fake Guns Pose Real Danger

Air guns, pellet guns and replica guns are as easy to buy as comic books. They can be purchased at many retail stores with no questions asked.

These fake guns are often used in robberies. The victim at the end of the barrel is in no position to judge if the gun is real or fake. SWAT teams have been mobilized to deal with people wielding toy or replica guns, and any person threatening to shoot people is at risk of being shot.



Realistic-looking toy guns and replica firearms comprise up to 40 per cent of guns seized by police. Fake guns are also the main cause for the loss of an eye in children and young adults.

Lightweight pellets that allow many air guns to fire a pellet at speeds faster than the legal threshold in Canada's new firearms law are now on the market. It is hard to understand why no laws address fake guns, when even plush toys are regulated under the federal Hazardous Products Act.

Continued on page 6...

Gas Fireplaces Could Cause Serious Injuries

Before you reach for the ignition switch of your gas fireplace to keep you warm this year, be careful, the glass front of the fireplace could cause serious burns.

Dr. Robert Cartotto of the Ross Tilley Burn Centre at Sunnybrook & Women's, is warning people that the glass barrier on some of the most common home gas fireplaces can heat up to more than 200 C within about six and half minutes of the fireplace being ignited.

"Temperatures of the glass surfaces continued to rise after the six minute mark but we couldn't measure them for much higher than 200 C. The highest reading we were able to take was 254 C. The glass got so hot that it melted the metal tape we were using to keep the thermometer stuck to the surface," says Dr. Cartotto. "It also takes these fireplaces time to cool off to a safe point. We found that even after being shut off for 30 minutes, temperatures on the glass surfaces were recorded at 50 C, still hot enough to cause a burn."

Industry safety standards are currently not directed toward burn prevention, instead they are more concerned with maintaining the physical integrity of the glass panel. The Canadian Gas Association recommends that warnings about glass temperature be placed in the operating manual and on the ignition switch but the fireplaces Dr. Cartotto studied did not have labels on the ignition switches. Manufacturers or suppliers of gas fireplaces have not explicitly recommended that mechanical guards be provided for each fireplace.

"Strict warnings should be placed on both the ignition switches and directly on the units. We would also like to see the industry recommend placing a barrier in front of the glass surface and that burn prevention information be distributed with the owner's manuals of these units," says Dr. Cartotto.

Continued on page 6...

Children at Computers

In a typical Canadian school, computers and keyboards are set up on table tops. Students sit in all-purpose plastic school chairs — often with elbows and wrists at awkward angles, and poor posture. The ergonomics is not much better at home computers, where some children surf the Internet or play games for hours every week.

Repetitive strain injuries (RSIs) are the scourge of the computerized workplace. Workers can develop chronic pain from using computers if work stations are set up without proper attention to ergonomics. A small change, such as re-positioning the screen or keyboard, or using an adjustable chair, can often eliminate the problem.

More and more children are suffering musculoskeletal injuries related to computer use. The long-term effects of these RSIs on children are unknown, including possible impacts on spine or wrist development. In the absence of research specific to children, the Canada Safety Council advises the use of workplace ergonomic guidelines with computers in schools and homes. Δ

Home Alone, from page 5.

After a few trials answer these questions:

- Does the child feel comfortable about being on his or her own?
- Do you feel comfortable about the child being at home alone?
- Can the child follow rules responsibly?
- Does he/she understand and remember instructions, whether written or oral?
- Does the child find constructive things to do without getting into mischief?
- Can the child handle normal and unexpected situations?
- Are you able to communicate readily with him or her when you are not at home?
- Can the child always reach someone to help in case of emergency? Δ



“On Your Own” Home Safety Checklist

Telephone

- List important numbers beside each phone and/or program them in.
- Equip your phone with an answering device or service so it can take messages.
- Buy a phone with caller I.D. Tell your child to answer the phone only for specific callers. Let the phone take a message for all others.

Security

- Provide secure locks for all doors and windows.
- Store matches, lighters, medications, household cleaners, and other toxic substances in a safe place. Make sure they are clearly labeled and in their original containers.
- Lock up alcoholic beverages, and check to make sure they do not mysteriously disappear.
- Store firearms and ammunition separately and under lock and key.
- Use light timers so your child doesn't come home to a dark house.

Fire Safety

- You must have a smoke alarm on each level of the house (or for homes on one level, near the kitchen and all bedrooms). Test them to make sure they all work.
- Replace any broken electrical cords and use no more than two plugs per outlet.
- Keep your hot water heater below 54 C to prevent scalding.

First Aid

- Assemble a basic kit with your child, explaining what each item is and how to use it. Include: box of different-sized bandages for small cuts;
 - sterile gauze pad for larger cuts, with adhesive tape to hold it and small scissors to cut the tape;
 - tweezers to remove slivers;
 - peroxide to clean cuts and cotton balls to apply it; and
 - digital thermometer to check for fever.
- Keep a cold pack in the freezer.

Power Outages

- Keep a flashlight or two (and extra batteries) handy.
- Provide a few items that can run on batteries, e.g. radio, clock, electronic games.

Canada Safety Council

Fireplaces, from page 5.

Previous research has shown that burns sustained from heated objects are most commonly seen in children under the age of two. These burns are generally the result of curious children reaching out to touch something or trying to stabilize themselves from falling. Most burns of this nature occur in the home and incidences tend to rise during the winter months due to increased indoor activities and the use of heaters such as gas fireplaces.

“Increased parental supervision is not enough,” says Dr. Cartotto. “For example, we know from related research that almost half of the burns kids receive from electric irons are while they are being supervised, so we need the industry responsible for making these products to take a leadership role here and work toward preventing people from getting hurt.” Δ

On the Job

Truck Safety

A new standard and qualification for the carrier transportation is set to improve safety on our roads and highways.

New Standard

The Canada Safety Council was on the Technical Committee that developed CSA International's new safety management standard CSA B619-00.

The Carrier Safety Management System (CSMS) standard offers guidelines to develop and implement a safety management system to manage the risk of accidents and safety incidents. It covers four key elements: demonstrated commitment to safety by company management; safety management system implementation; ongoing support for a safety management system and commitment by management to continuous improvement of the safety processes.

The CSMS standard was developed by a technical committee of volunteer representatives from groups including transportation companies, industry associations, shippers, insurers, consumer organizations and regulators.

Benefits of Qualification

CSA International has provided a complete package of its Carrier Safety Management System Standard and Qualification Program to all Provincial and Territorial transportation regulators for evaluation. The Ministry of Transportation Ontario (MTO) is considering acceptance of CSA's CSMS audits under Ontario's Carrier Safety Rating (CSR) program, in lieu of Ministry audits.

The benefits to trucking companies could be significant. Qualified carriers will be considered for a satisfactory or excellent rating under the Ministry's safety rating program (subject to MTO evaluation of the CSMS Standard and Qualification Program). Because the carrier is audited by a

third party, it will not be subject to charges or fines for non-conformances discovered during the audit.

In addition, all provincial and territorial Ministries will be formally notified of each completed qualification and that these carriers will now be subject to regular surveillance audits by CSA International.

Benefits to the Provincial and Territorial legislative and regulatory bodies that evaluate and accept the program are also very significant.

Each Province and Territory with CSMS standard and qualification program will have, at no cost, a leading edge, business-driven private sector standard and qualification program, a safety program designed with input from all stakeholders.

A leading edge, business-driven private sector standard and qualification program, designed with input from all stakeholders

Moreover, the carrier safety management system and qualification program is managed, administered, and continuously improved by a highly respected third party, CSA International, again at no cost to taxpayers.

With CSMS in place, the public will see that the private sector has taken responsibility for safety, and that legislative and regulatory bodies are taking active measures to address truck safety.

Auditor training, education, and development will be a three-week program. Participants will cover the CSMS Standard auditing protocols and methodology, power unit and trailer inspection, and legislation and regulation.



The CSMS qualification mark, to be affixed to the door panels of the power unit, will be 7.5 centimeters in diameter, with blue lettering on a silver background.

Following this program, prospective auditors must participate in a number of qualification and surveillance audits before receiving full certification. CSA will offer the course to the industry, regulatory bodies and other stakeholders.

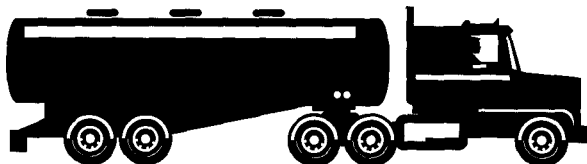
CSC officially endorses both the Carrier Safety Management System standard (B619) and CSA's voluntary qualification program.

For information contact Terry Drew, Director, Transportation Services, CSA International; telephone (905) 306-3826; fax (905) 272-2491; e-mail terry.drew@csa-international.org Δ

New Resources for Driver Incentive Programs

Incentive programs can be an effective way to improve safety and productivity for truck fleets. CSMS provides an excellent base upon which to build such programs.

The Canada Safety Council, with support from Transport Canada, has worked with stakeholders to evaluate the current use of incentive programs and develop guidelines for implementing effective incentive programs for truck safety. The 1998 study and recently published implementation guidelines are now available as PDF documents on the Canada Safety Council Web site.



Did you know?

From 1994/95 to 1997/98, the number of injury admissions in Canadian hospitals declined by 8 per cent. The leading cause of injury admissions was falls (54 per cent), with motor vehicle collisions a distant second (15 per cent). Among those aged 65 years and older, falls accounted for 85 per cent of injury admissions. Injuries due to falls were also the leading cause of in-hospital deaths (76 per cent) and days in hospital due to injury (68 per cent). Females accounted for 58 per cent of injury admissions due to falls.

1999 Hospital Injury Admissions Report, Canadian Institute for Health Information

US statistics show that trampolines are responsible for 83,000 serious injuries a year requiring hospital emergency room treatment. Seventy-five per cent of those injuries involve kids under the age of 15. The US Consumer Product Safety Commission warns that at least six deaths have occurred on trampolines in the home. Parents take note.

OSHA Bulletin News, Sept. 28, 2000

The Australian Council of Trade Unions (ACTU) has launched a guide to help workers deal with workplace stress caused by work overload, excessive hours and overbearing management. The guide was launched on October 10, as part of World Mental Health Day. ACTU president Sharan Burrow said that stress at work is emerging as the major mental health and occupational safety issue of the 21st century.

NSCA's Safety Bulletin #62 - October 13, 2000, National Safety Council of Australia

More game is killed in the US by vehicles than by hunters. This is due in part to an explosion of the deer population, from about 10 million in the 1980s to 25 million today. While highway officials seek ways to keep wildlife off the roads, safety advocates stress that the best way to prevent animal/vehicle collisions is to be vigilant at all times.

The Quill, Vol 13, No. 10, October 2000, Baldwin & Lyons, Inc.

A recent study of psychopaths in the workplace by John Clarke, a University of Sydney psychologist and criminal profiler, claims that in Australian workplaces up to five per cent of staff is affected by the psychiatric condition known as psychopathy. These people show a pattern of disregard for and violation of the rights of others. Among the identifying signs: a narcissistic personality, a grandiose sense of self, lying, cheating, smooth talking, bored, changing jobs quickly and believing they should be higher up in the company.

Australian Safety, October 2000, National Safety Council of Australia

The number of patients admitted to Ontario's leading trauma hospitals due to severe injuries rose 15 per cent in the five years between 1994 and 1999; during 1998/99, there were 3,367 admissions. Deaths in the emergency department from severe injuries increased by 24 per cent, to 503 in 1998/99. Motor vehicle collisions accounted for nearly half of the injuries, although they decreased slightly over the five years. Admissions due to falls increased by almost half.

November 8 Media Release, Canadian Institute for Health Information

After a low of only three water-related fatalities in 1997, snowmobiling deaths in Ontario rose to 11 in 1998, above the long-term average. Most of these fatalities involved alcohol (73 per cent). In 91 per cent of the fatal incidents, the victim was not wearing a PFD (Personal Flotation Device) or flotation suit.

The Ontario Drowning Report 2000 Edition, Lifesaving Society

Head injuries — even those initially thought to be mild — may lead to more long-term disabilities than previously thought, according to a recent study led by Dr. Graham Teasdale of the University of Glasgow in Scotland. One year after the injury, the rates of moderate or severe disability were 47 per cent, 45 per cent and 48 per cent in people with mild, moderate and severe head injuries respectively.

Transition, September/October 2000, BC Coalition of People with Disabilities

Answers to Kwiz Korner

1. **B.** CSA certification is your best guide to a safe snowblower.
2. **B.** Never add fuel to a hot or running engine. It could cause a fire.
3. **C.** Always push a snowblower. If you stumble while pulling it, the machine could land on you.
4. **B.** By taking horizontal strokes, you lessen the chance of the snowblower tumbling down the slope on top of you.
5. **A.** Since gravel becomes a dangerous projectile when fired from a snowblower's exhaust chute, leave a 2.5 cm clearance.
6. **A.** Never attempt to clear the ejection chute while the machine is running. Moving parts and solid objects passing through the chute could cause injuries.
7. **C.** Shut off your snowblower when you are not using it. It only takes a few seconds for a child to be injured by an unattended machine.
8. **C.** Disconnecting the spark plug wire assures you that the engine won't accidentally start.
9. **C.** Hearing protection is a good idea when using your snowblower.
10. **C.** A long scarf and other loose-fitting clothes can get caught in a snowblower's machinery and cause injury. It's always best to wear steel-toed boots when using a snowblower.

Fake guns, from page 5.

This fall, the Ontario government introduced legislation to restrict the sale and purchase of most toy guns and imitation firearms. Canada Safety Council director Mark Yakabuski attended the October 24 announcement of the legislation, which is supported by all parties as well as by police associations, safety groups and others.

The Canada Safety Council has urged the federal government to take action on this obvious threat to public health and safety. Δ

2001 Safety Campaigns

National Farm Safety Week
(March 14 to 21)

National Summer Safety Week
(May 1 to 7)

National Road Safety Week
(May 18 to 24)

National School Safety Week
(October 17 to 23)

National Community Safety and Crime Prevention Campaign
(November)

National Seniors' Safety Week
(November 6 to 12)

National Home Fire Safety Week
(November 24 to 30)

National Safe Driving Week
(December 1 to 7)