



# SAFETY CANADA

The member newsletter of the Canada Safety Council

## Poll Shows Canadians Want Photo Enforcement

There were 2,969 fatalities on Canadian roads in 1999, a slight increase over 1998. Many of the drivers responsible for these deaths were breaking the law at the time of the collision.

A lot of serious crashes wouldn't happen if people just obeyed the law — and research clearly shows people are far less likely to offend when they believe they will be caught. Visible, effective enforcement is the best deterrent.

The Canada Safety Council recently commissioned an Environics survey to find out how Canadians feel about traditional traffic enforcement, including roadside checks, radar, speed traps and visibility of police in the community, and how receptive they are to the use of high tech devices to enforce traffic laws.

### Traffic Policing

The survey found that Canadians are very positive about traffic enforcement by police. Fifty-five per cent felt the current level is about right. A further 38 per cent said they'd like to see more. A meager five per cent felt there was too much.

Residents of Manitoba, Ontario and Quebec are more inclined to think there is not enough enforcement.

British Columbians are more likely than average to think there is too much, but even in that province, a majority is satisfied with the level of enforcement.

### High Tech Enforcement

There's no substitute for strong police visibility in problem areas. But the police can't be everywhere, and some people can't be persuaded to change their aggressive driving habits.

That's where electronic enforcement comes in. Cameras, instead of police, identify vehicles that speed or run red lights. They are installed in locations with an unacceptable number of collisions. The owner of the offending vehicle is fined but no points are assigned to anyone's driving record.

Photo enforcement is used in many countries, including Australia, Austria, Belgium, Germany, Israel, the Netherlands, Singapore, South Africa, Switzerland, Taiwan, the UK and the US. In Canada, it has been implemented in British Columbia and Alberta.

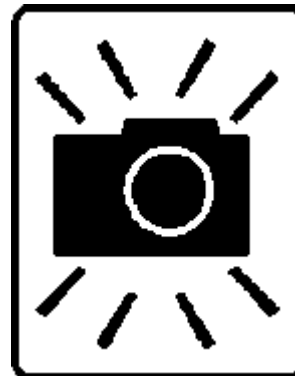
Across Canada, public support for all forms of photo enforcement is strong. These devices have been shown to improve traffic safety without increasing overall costs, provided proper analysis is done before implementation.

However, the Canada Safety Council cautions that the cameras must be used to prevent collisions, not to make money or simply to punish offenders. The purpose isn't to collect more fines, it's to stop people from breaking the law. The administration of justice must never be linked with revenue generation.

Last year the National Committee on Uniform Traffic Control developed a standard sign to indicate the presence of photo enforcement.

The sign should be installed on approaches to an intersection or along a road where cameras may be present. When drivers know they could be caught if they speed or run the traffic light, the number of violations drops.

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Sign to alert drivers that photo enforcement may be present

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## Governments Prepare for the Worst

February 28, 2001—Earthquake in Seattle shakes Canada's west coast

If you get the feeling natural disasters are on the increase, you're right. Factors in the global trend include a growing urban population, an aging infrastructure, and a changing climate. Loss payments by governments and insurers around the world are doubling every 5 to 10 years.

According to the Institute for Catastrophic Loss Reduction, governments and insurers in Canada paid over three billion dollars in claims due to natural disasters in 1998.

In December 2000, the Quebec legislature tabled the first bill in Canada that outlines a provincial plan to increase preparedness against natural disasters. Bill 173 requires municipalities to determine their areas of risk and

*Continued on page 2...*

## THE PRESIDENT'S PERSPECTIVE

It appears there will always be pressure to lower the criminal limit for drinking and driving from 0.08\* to 0.05. Yet for most people whose blood alcohol concentration (BAC) is below 0.08, their collision involvement rate is not significantly higher than non-drinking drivers. Drivers whose BAC is 0.150 or higher are over 200 times more likely to be involved in a fatal crash than non-drinking drivers.

Groups who lobby for lower legal limits are ignoring the facts. Countries, such as Sweden, which have moved to very low limits have found the use of other drugs increased while fatalities remained fairly constant.

High-BAC drivers account for nearly half of all road fatalities at night and on weekends. Many of these are chronic, hard core drinking drivers, some driving while under suspension, or young drivers who have been binge drinking.

Strict penalties for impaired driving have not deterred these individuals. If the Criminal Code limit drops to 0.05 or lower, they will more likely be driving at three times the legal limit, than not driving drunk.

We cannot let emotion take over the criminal justice system. Good laws are driven by objectivity, hard facts and realism. Let's stop the rush to prohibition, and find effective ways to stop drunk drivers from taking the wheel.



\* 80 milligrams of alcohol in 100 millilitres of blood

## SAFETY CANADA

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### Kwiz Korner

Test your water safety knowledge.

- How many Canadians drown every year?  
A. 90 B. 550 C. 900
- What proportion of drowning victims in recreational boating incidents were not wearing a flotation device?  
A. One-third B. Half C. 90 per cent
- Children 14 years of age are legally permitted to operate a personal watercraft ...  
A. on their own. B. only if directly supervised. C. never.
- Toddlers (1 to 4 years of age) represent what percentage of children (up to age 14) who are drowned in swimming pools?  
A. 25 per cent B. 50 per cent C. 75 per cent
- Operating a recreational vessel while impaired ...  
A. is treated like drunk driving under the Criminal Code.  
B. is an offence under the regulations of the Canada Shipping Act.  
C. is treated differently in under the regulations of each province or territory.

Answers on page 4.

...Disasters, from page 1.

potential hazards, and implement a plan to correct them. It also promises provincial government resources and stipulates that towns who don't comply could face fines. Reports on the Saguenay Flood in 1996 and the ice storm in 1998 provided the basis for the legislation.

Then, in February 2001, Prime Minister Jean Chretien announced a new Office of Critical Infrastructure Protection and Emergency Preparedness. This agency will develop and implement a comprehensive approach to protecting Canada's critical infrastructure, and will work actively with provinces, territories and municipalities as well as the private sector.

In May 2000, the Canada Safety Council made a presentation to the Standing Senate Committee on National Finance on Canada's emergency and disaster preparedness. CSC endorsed recommendations from the Insurance Bureau of Canada and its Institute for Catastrophic Loss Reduction which urged government at all levels to invest in mitigation. This new office shows that Ottawa is responding with new leadership and commitment to protect Canadians from extreme events. Δ

# Intersection

## Technology to Fight Impaired Driving

The triangular logo of the Canada Safety Council was designed to symbolize the “three Es of safety” — education, enforcement and engineering.

In the fight against impaired driving, education is reaching most social drinkers, who by and large do not drink and drive. Enforcement agencies play a critical and highly visible role. There is less public awareness of the “engineering” side of the triangle, beyond the breathalyser, which is an engineered product. This may be due in part to the complexity of related scientific and legal issues.

A number of high tech tools have been designed to help police detect and charge drinking drivers, and to prevent convicted offenders from endangering the public. A few are already being used in Canada, while others may offer future potential. Following are some examples.

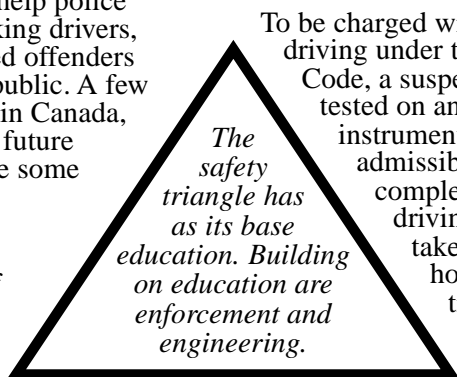
### An Electronic Nose

Organized programs of road checkpoints are one of the most effective ways to reduce drunk driving. The courts have accepted their constitutionality, recognizing the right of the public to be protected against impaired drivers.

However, before requiring a test, police must have reasonable suspicion to believe the driver has consumed alcohol. Sometimes, behaviour such as erratic driving, disobeying traffic signals or excessive speed is apparent. Often an officer can clearly identify the odour of an alcoholic beverage on the person’s breath. But some drinking drivers do not smell of alcohol, for a variety of reasons, and are not detected even when stopped by police.

Passive alcohol sensors (PAS) are portable devices that detect alcohol in the ambient air. They do not provide a deep lung sample, so any alcohol they detect may not be from the driver’s breath. PAS devices come in different styles. For instance, one product resembles a flashlight; another looks like a clip board. As a tool, they can help police determine quickly whether further investigation is warranted.

### On-Site Testing



To be charged with impaired driving under the Criminal Code, a suspect should be tested on an approved instrument; results can be admissible in court. To complete a drinking and driving related file takes two to four hours of officers’ time because the suspect is usually brought to the police station for testing and to contact counsel. During that time, the officers must leave the roadside check.

New portable units for evidential breath testing are currently being used in some Canadian jurisdictions. These digital devices can be installed in a mobile unit for Blood Alcohol Testing

(BATmobile), and require a qualified breath technician on-site.

### Oral Testing

Drugs that cannot be detected by breath testing are of increasing concern.

Where a suspect provides a voluntary field sobriety test police can determine whether his or her driving ability is impaired. Further voluntary tests can reveal to a trained police expert the class of drug that is involved.

### High tech tools have been designed to help police detect and charge drinking drivers, and to prevent convicted offenders from endangering the public

Blood or urine testing may then be done to confirm the presence of the suspected substance. Testing normally requires consent (very seldom given) to provide a sample. In the case of a blood sample, the suspect is taken to a hospital.

Intoxicants vary widely in their effects and how long metabolites are retained in the body. If the substance has been used within the last few hours, it would show up in the blood but not necessarily the urine. However, obtaining a blood sample is invasive, raises health concerns for those taking the sample, and does not give immediate results.

Saliva is probably the only body fluid other than blood that would indicate recent use. Oral testing is relatively non-invasive and reliable.

*Continued on page 4...*

### Practical techniques to avoid collisions Defensive Driving on CD-ROM

The Canada Safety Council’s Defensive Driving Course (DDC) is Canada’s most popular driver improvement program. It covers essential defensive driving principles and skills, including collision avoidance techniques and how to deal with adverse driving conditions.

An interactive multimedia CD-ROM version for Windows is priced at \$19.95. If you purchase over 10 CDs, the price drops to only \$10.00 each.

For quantity prices contact the Canada Safety Council.



*Poll, from page 1.*

The value of photo enforcement can be quantified by assessing the targeted location before and after implementation. The measure should not be the number of offenders caught or dollars collected in fines. Rather, it should be the decrease in offences and collisions, with related injuries and fatalities.

### Red Light Cameras

Nationally, four out of five respondents agreed with the use of cameras to identify vehicles that go through intersections after the light has turned red. In Alberta, the province which has the most experience with red light cameras, there is 86 per cent support. Support is particularly strong in Ontario (84 per cent) and Saskatchewan (88 per cent).

From 1996 to 1999 in Toronto, 52 people died in collisions caused by drivers running red lights. When the City installed a test camera on a busy intersection in 1998, the camera recorded about 60 red light violations per day. After a warning sign was installed and the location was announced by the media, violations dropped by half, to about 30 per day.

In November 2000, safety experts applauded the decision by several Ontario municipalities to try red light cameras. The cameras were set up at intersections plagued with collisions due to drivers running the lights. However, in some cases the signs were not installed. The Canada Safety Council expressed its

concern that the omission, if not corrected, could undermine the success of the program.

### Photo-radar

Photo-radar identifies vehicles that break the speed limit. Approval for its use to enforce speed limits in school zones was very high — 84 per cent nationally. Two-thirds of respondents supported photo radar to control speeding on the highway. Support in Ontario and Manitoba was higher than the average.

One out of every six fatal collisions involves speeding, but it can be very dangerous for police to chase speeders on busy highways.

The effectiveness of photo-radar is undisputed. Norway, for instance, credits it for a 20 per cent reduction in injury crashes. When drivers know there's photo-radar they tend to slow down. The Quebec government will use photo radar to control speeders at particularly dangerous construction sites this summer.

The Environics Research Group interviewed 2,114 adult Canadians between December 22, 2000 and January 15, 2001. Nationally, these results are accurate to within +/-2.2 per cent at a 95 per cent level of confidence.

The Canada Safety Council has informed federal, provincial and territorial ministers of transport and justice about this survey. Results are posted in the Traffic Safety section of the CSC Web site.  $\Delta$

### Answers to Kwiz Korner

1. **B.** In 1998 (the most recent year for which new data are available) there were 551 drownings and preventable water-related deaths in Canada.
2. **C.** Boating victims are almost never found wearing a PFD. The law requires boats to be equipped with an approved PFD or lifejacket of an appropriate size for each person on board.
3. **C.** Children under 16 are not allowed to operate a personal watercraft.
4. **C.** Three out of four children drowned in swimming pools are under five years of age. It only takes a few moments lapse in supervision for a young child to drown in a back yard pool.
5. **A.** Impaired operation of a vehicle is a Criminal Code offence, with strict penalties and high fines. Half of all boating fatalities involve alcohol consumption.

start. The device is usually installed in offenders' vehicles at their own expense. It prevents impaired driving as long as it is installed, while allowing use of the vehicle. Its data recorder keeps track of the BAC level for each trial, whether successful or not. Experience is finding that offenders with a high number of unacceptable tries are more likely to re-offend when the device is removed.

In Alberta and Quebec, ignition interlock has been used as a condition for license reinstatement and parole. Promising results are leading to interest from other jurisdictions.

### Implementation

In Canada, the Alcohol Test Committee makes recommendations to the federal Minister of Justice regarding "approved screening devices" and "approved instruments." Approval of use for Criminal Code purposes is only the first step. After that, local and provincial agencies must invest resources and expertise to integrate these tools into programs that will keep impaired drivers off the road.  $\Delta$



### Motorcycle Award

At the North American International Motorcycle Show in Toronto (January 5 to 7, 2001), the Canada Safety Council received a Motorcycle Award of Excellence (MAX) for Riders in the Rider Training Category. The award was for CSC's popular Gearing Up program which trains 70 per cent of new riders in Canada.

*...Impaired Driving, from page 3.*

It can detect any pharmacologically active drug in the donor at the time of testing, including alcohol, and can be observed first-hand.

There are still questions about oral testing. If these can be resolved, it may become an important tool in the future.

### Ignition Interlock

Criminal convictions and driving suspensions don't stop all drinking drivers from taking the wheel after drinking to excess. A small number of chronic offenders pay the fine, serve the time, then continue to drive drunk. Many ignore driving license suspensions, assuming they won't be caught.

An ignition interlock requires the driver to provide a deep lung breath sample before the vehicle will

# Public Platform

## OECD Child Injury Deaths — Is Progress Stalled?

Canada stands only 18<sup>th</sup> out of 26 rich countries in the number of children who died from injuries between 1991 and 1995, according to a report from the UN's Children Fund, UNICEF.

*A League Table of Child Deaths by Injury in Rich Nations* examines injury fatalities for children aged 1 to 14 in member countries of the Organization for Economic Co-operation and Development (OECD). In all of these countries, injury is now the leading killer of children, accounting for almost 40 per cent of deaths in that age group.

Sweden has the lowest rate of child injury deaths, followed by the UK. If we could match Sweden's child safety record, the number of Canadian children who die from preventable injuries could be cut in half. This is not to deny that far fewer children are being killed — in the mid 1970s Canada's rate was about three times what it is now.

Injury deaths now represent a much larger proportion of the overall OECD death rate (25 per cent in the mid 1970s, up to 37 per cent in the mid 1990s). The higher percentage relates to a dramatic decline in child deaths from causes other than injury.

### Traffic the Leading Cause

Motor vehicle crashes account for 41 per cent of the fatalities. The next two leading causes are drowning (15 per cent) and intentional harm (14 per cent). Overall, boys are 70 per cent more likely than girls to be killed. In the US, where the child injury death rate is almost three times that of Sweden, 1 in 6 fatalities among 10 to 14 year olds involve firearms.

### Injury is the leading killer of children in rich countries.

Despite a 50 per cent increase in the number of vehicles and a rise in use per vehicle, traffic death rates fell 30 per cent between 1970 and 1999. The UNICEF report suggests several possible factors in this drop:



- preventive measures such as impaired driving laws;
- safer cars;
- reduced exposure; and
- better emergency services, leading to higher survival rates.

Most children killed on the road are pedestrians or cyclists, not vehicle passengers. Evidence is emerging that the average distances children walk or cycle have fallen by over 20 per cent. This lowers their exposure to risk in traffic. However, the trend to less active transportation may be contributing to lower fitness levels and a rising level of obesity.

### Balance and Consistency Needed

The report points to signs of a recent increase in some countries and expresses concern about over-protection. It blames the media for blowing risks out of proportion by sensationalizing individual cases.

A recent UK report on drownings of children blamed an alarming increase partly on parents keeping their children too protected to develop good risk awareness. According to an earlier UK study, less than 10 per cent children traveled to school without adult supervision in 1990, compared to 80 per cent in 1971.

The role of parents cannot be underestimated. Safety messages must help them realistically assess risks so they can act in the best interest of their children. While parental overprotection may be a problem, parental concern is also one of the main factors in the impressive drop in fatalities.

The UNICEF report concludes that proven strategies to prevent child injuries exist. However, they have not yet been implemented in a comprehensive and consistent way, with an informed focus on those most at risk. Δ

*Innocenti Report Card, Issue No. 2, February 2001, "A League Table of Child Deaths by Injury in Rich Nations" can be downloaded as a PDF at [www.unicef-icdc.org](http://www.unicef-icdc.org).*

## Scooter Safety

Hi-tech foot-propelled scooters have become a global fad. Powered by the energy of the rider, they provide good exercise for the muscles and heart. They also require balance to ride on one leg while pushing with the other. Above all, they're fun to ride.

Today's kickboard scooters have small low-friction plastic wheels like those on in-line skates. Made of lightweight aluminum, they can weigh as little as 3 or 4 kg (6 lb) and fold for easy carrying.

No wonder their popularity skyrocketed almost overnight — accompanied, not surprisingly, by a surge in related injuries. In 2000, millions of Americans took up scooter riding. Consequently, the US Consumer Product Safety Commission (CPSC) reported a 700 per cent increase in emergency visits for scooter injuries. Although scooters are equally popular among urban professionals and youngsters, 90 per cent of the injuries were to children under 15 years of age. According to CPSC, protective gear could have prevented or reduced over 60 per cent of all injuries.

Are scooters safe? In normal use they seem to be as safe as bicycles or skateboards. Similar precautions apply. Most scooters are designed to be ridden on smooth, flat surfaces. The small wheels can get caught in potholes, cracks or grated sewer covers. As with any sport, riders need common sense, skill and the proper equipment, and children must be supervised by a responsible adult.

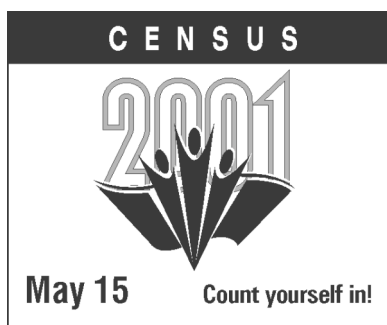
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# The Census and Safety

Tuesday, May 15 is Census Day in Canada. On that day about 31 million people across Canada will “count themselves in” when they complete and mail their census forms. By participating in the census, residents across the country play an important role in shaping Canada’s future.

Governments at all levels use census data to make policy decisions about Canada’s economic and social programs. Census data are used by many programs which affect the safety of Canadians including:

- National Child Care Information Centre
- Canadian Human Rights Commission
- Railway Safety Act
- Special Measure and Initiative Program
- Urban Transportation Assistance
- National Advisory Council on Aging
- Advisory Services on Housing for Children and the Elderly
- Housing Assistance for Seniors’ Independence
- Canadian Labour Code
- Services to Handicapped People
- Disabled Persons Participation Program
- Canada Manpower Mobility Program
- Bureau of Rehabilitation
- Emergency Preparedness Program
- The Canadian Agriculture Safety Program (CASP)



In communities across Canada, census data provide the numbers to confirm the need for services such as police and fire protection, hospitals, recreation centres, retirement homes, and bus routes.

Solid statistical information is key to taking effective action on farm health and safety issues. The 1996 Census of Agriculture asked, for the first time, a question about on-farm

injuries requiring medical attention. Census facts revealed that:

- In 1995, the last complete year before the census, 15,460 farm operators, or 4 per cent of the total, received a farm-related injury requiring medical attention.
- Male operators were twice as likely to get injured as their female counterparts.

Census of population data will provide information about the mode of transportation to work and the number of people working at home. Municipalities can use this information to come up with safe, creative alternatives to rush-hour congestion, which could include better and safer roads and bike paths, or more car-pools.

Because the census gathers information on the age and number of persons living in each household in Canada, these data can be used by organizations working with seniors.

By law, each household must provide the information requested in the census and by the same law, Statistics Canada must protect the confidentiality of the personal information provided by respondents. Only Statistics Canada employees who have taken an oath of secrecy and who work directly with census data will see the completed questionnaires.

## 1996 Census Facts

- About 8.9 million people, or 73 per cent of the working population, drove to work in their automobile.
- Almost 900,000 people, or seven per cent, travelled as a passenger with someone else doing the driving.
- About 79 per cent of the male working population drove to work, compared with 67 per cent of the female working population.
- Thirteen per cent of working women took public transit, and 8 per cent walked to work.
- Eight per cent of men took public transit and six per cent walked to work. △

## School Field Trips

As the school year draws to a close, field trips are common. Many involve outdoor activities.

Proper safety procedures are of utmost importance.

Last year, activities outside the school led to several fatalities. In Ontario, two children drowned on a school field trip when their boat sank in bad weather, and two high school students were killed in an incident at a workplace they were visiting as part of a school program. Two Calgary students and a parent chaperone drowned when they were swept into the ocean while on a beach hike in California.

These incidents demonstrate the need for school boards to have a formal risk assessment process for field trips and outdoor education. Boards should study the location thoroughly, have someone who knows the area on every trip, and be prepared for a worst-case scenario.

Parents have a right to assurance that all necessary precautions have been taken. △

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...Scooters, from page 5.

The high number of children being injured is partly due to trying spins, jumps and twirls. Scooters were not built for daredevil stunts. With a standard platform less than half that of a skateboard and only two wheels, they are less stable than a skateboard, which has four wheels. One fatality has been reported in the US: a six-year-old New Jersey boy was hit by a car in September 2000 while riding a scooter on the street in front of his home.

## Scooter Safety Tips

- Wear the right gear: protect yourself with a helmet, pads for the knees and elbows, and gloves. Wear shoes with toe protection — never bare feet, sandals or high-heels.
- Ride in a safe place: on a smooth, paved surface without traffic. Avoid streets or surfaces with water, sand, gravel, or dirt.
- Do not ride the scooter at night or in bad weather. △

# On the Job

## Safety 24 Hours a Day

Employees are far more likely to suffer an injury at home, on the road or during leisure activities than on the job. Off-the-job injuries vastly outnumber those suffered on the job. The Canada Safety Council estimates that 90 per cent of the injuries that keep employees away from work occur outside the workplace. In some organizations, off-the-job-injuries resulting in absenteeism outnumber those suffered on the job by a ratio of as much as 20 to 1.

The absence of a capable employee may jeopardize important schedules. The company may have to spend time and resources to hire and train a new person. Whether or not the injured person is replaced, it's likely productivity will suffer. In cases of prolonged absence, corporate disability insurance premiums may go up.

### Safety Should Always Be "On"

Safety is not a switch that is turned on at work. Employees have fewer on-the-job accidents when safety is part of their value system and lifestyle.

It really doesn't matter where the injury occurs. It is to no one's benefit if an employee is lost temporarily or even permanently. Even an injury to a family member may require an employee to take time off as care giver. That is why smart businesses are moving to a holistic approach to employee safety and wellness, encompassing not only the individual but the family.

Each year, the cost to business is about \$400 per employee to cover health care costs and related expenses resulting from off-the-job accidents to employees and their families, most of which could have been prevented. Investing in a strong off-the-job safety program has been shown to reduce these costs significantly.

### Driving

Motor vehicle collisions are the number one cause of preventable deaths and injuries. Drivers of corporate vehicles — from truck drivers to sales reps with company cars — should be trained in safe driving techniques. However, defensive driving programs should not be limited to those whose job



puts them behind the wheel. Many employees drive to and from work and during off-work hours.

It's not always the guilty driver who suffers the death, injury, financial loss or inconvenience. A driver improvement program such as CSC's Defensive Driving Course prepares participants to deal with the unsafe actions of other motorists or for poor driving conditions.

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**It really doesn't matter  
where the injury occurs.**

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### Personal Protection

Industrial workers may need hard hats, respirators or steel-toed boots to protect themselves from job related hazards. For office workers, protective equipment is more of an issue in their leisure activities than their workplace.

For those who enjoy cycling, a helmet is *de rigueur* to prevent a concussion. Squash players need eye protection. In hockey, Canada's most popular amateur sport, the necessary protective equipment includes a helmet as well as face and eye protection. Those who enjoy boating and other water sports must use PFDs (and, of course, avoid consuming alcoholic beverages while on the water).

Do-it-yourselfers can risk falling off a ladder, getting a wood chip or chemical in the eye, inhaling particles or toxins into the lungs, cutting a finger, or worse. Many disabling injuries can be prevented by using properly maintained equipment and wearing personal protection.



### Fire Safety

Workplaces must remove fire hazards and safeguard any combustible materials. Fire extinguishers, escape routes and an evacuation plan are essential. Expanding fire safety awareness to the home is particularly important, because that is where three-quarters of all fire-related deaths occur. Encourage regular testing and replacement of smoke alarm batteries, and a family fire escape plan.

### Hygiene

Some workplaces post a sign in the washroom reminding employees to wash and dry their hands thoroughly, a simple practice that prevents germs from spreading.

Whether in the company cafeteria or the family kitchen, bacteria such as *E. coli* and salmonella can be a hazard. Young children and individuals with health problems such as diabetes can be particularly vulnerable. Food poisoning is not uncommon, especially in the warmer weather. Sometimes it is identified only as an "illness" that leads to an absence of a couple of days. Cleanliness and safe cooking practices can generally prevent such incidents.

### Canada Safety Council Resources

Regular safety meetings offer a forum to discuss extensions of workplace safety practices into personal time. Here are some practical resources to enhance your existing program or provide a starting point for an off-the-job safety program.

- Take advantage of the wealth of information on CSC's Web site ([www.safety-council.org](http://www.safety-council.org)). Documents can be used with credit in company newsletters or paycheck stuffers, or hotlinked in safety e-messages.

*Continued on page 8...*

## Did you know?

Egypt, which has one of the world's highest road fatality rates, passed a law in March 2000 obliging motorists to wear *seat-belts*. Since many cars lacked seat-belts, owners were given nine months to instal them. Seat-belt prices soared 1,000 per cent as traders cashed in on panic buying before the regulations took effect. Cairo police reported a 90 per cent success rate, crediting fear of high fines. The Cairo traffic department reported 3,265 seat-belt violations on New Year's Day, when the regulations took effect. *Reuters, from Independent Online, January 2, 2001*

A 2000 public opinion poll found that 71 per cent of Canadians believe *youth crime* is on the rise. However, the number of youths charged with a Criminal Code offence actually dropped seven per cent in 1999, including a five per cent decline in violent crime and an 11 per cent decrease in property crime. *Prevention, National Crime Prevention Centre, Issue #3, Winter 2000-2001*

Fire is still the biggest headache in industrial loss prevention. *Sprinklers* can control 96 per cent of all industrial fires. The four per cent that fail can always be traced back to poor practices, such as improper design or poor maintenance. *The Continuity Planner E-ZINE, January 3, 2001*

A study by scientists at UC Berkeley and two environmental advocacy groups found dangerous *exhaust levels in four Los Angeles school buses*. Concentrations of diesel pollutants greatly exceeded limits established by the federal government to protect communities from toxic pollution at factories, oil refineries and small businesses. Diesel particles can aggravate, and even cause, allergic reactions. Three years ago, the state air board declared diesel exhaust a toxic air contaminant, citing evidence that diesel can cause respiratory disease, cancer and premature death. *Los Angeles Times, February 12, 2001*

*Falls* account for 65 per cent of injuries among Canadian *seniors* and are estimated to cost Canadians 2.8 billion dollars annually, of which one billion are direct health care costs. They account for 84 per cent of injury related admissions to hospital, 40 per cent of admissions to nursing homes and a 10 per cent increase in home care services. Falls are also the leading cause of fatal injury among seniors. *Falls Prevention Initiative, Health Canada/Veterans Affairs Canada, Fact Sheet No. 2, August 2000*

In 1996, US insurers paid out \$250 million in *dog bite claims*. That number is estimated to have increased to \$1 billion in 2000 because of an increase in reported dog bite incidents. *The Insurance Information Institute, January 24, 2001*

A national survey of 6,145 Canadian households found an active *firearm ownership* base of 2.3 million. The autumn 2000 survey found that about two million Canadian households (17 per cent) have at least one firearm compared to the 24 percent calculated from the average of the previous surveys. Eighty percent of these households have only one firearm and fewer than five percent have more than three firearms. One in three rural households have a firearm, while in urban area, the figure is just over one in ten. *Canadian Firearms Centre, January 25, 2001*

Canada's *murder rate* is at its lowest point in three decades. Homicide statistics for 1999 show that 536 persons were killed, 22 fewer people than in 1998. One in eight were drug related, and 31 per cent were committed with a firearm. A total of 36 children were killed, down from 55 in 1998. Of the cases solved by police, almost 80 per cent of the children were killed by a parent and the rest were killed by a family acquaintance. *Canadian Security, November 2000 (from Statistics Canada Homicide Statistics 1999)*

A study of Australian union members found that 87 per cent of respondents knew about shouting and intimidation in the workplace, and 83 per cent said *being bullied* has affected their home and /or social life. As to who is doing the bullying, 77 per cent said it was a manager or supervisor and 21 per cent said it was a fellow worker. An employers' group has criticized the survey. *NSCA's Australian Safety, February 2001*

...24 Hours, from page 7.

- *Living Safety*, CSC's quarterly magazine, features timely consumer information on safety on the road, in the home and at leisure for all members of the family. Subscribing in bulk so each employee takes a copy home is an inexpensive way to enhance safety consciousness.
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