



SAFETY CANADA

The member newsletter of the Canada Safety Council

How the Canada Safety Council Fulfils its Mandate

In 2003, the Canada Safety Council enters its 35th year. Those years have seen impressive progress in safety. As new issues emerge, CSC's leadership role is as vital as ever. Although many things have changed, the original mandate set 35 years ago continues to drive its work.

Dedicated to Safety

In 1968, the Canadian Highway Safety Council, the National Safety League of Canada and the Canadian Industrial Safety Association merged to form the Canada Safety Council. The purpose was to establish one national, not-for-profit organization solely dedicated to the safety of Canadians.

The number one Object in CSC's Constitution was: "to minimize avoidable death, injury and damage to property by devising, recognizing, encouraging and promoting methods and procedures leading to improved safety, protection and health among all persons in public and private places throughout Canada."

The second Object was "to focus attention on the vital importance of safety." Further Objects included assisting in the drafting and enactment of safety legislation, dissemination of safety information, maintaining close liaison with organizations concerned with safety, and related objectives such as encouraging research and uniform systems of reporting statistics.

CSC has always stayed abreast of developments in the safety field to provide information and resources based on the most reliable research and statistics. To address specific issues, knowledgeable staff members draw upon a network of experts and practitioners — researchers, public sector agencies, and other not-for-profit groups.

Public awareness campaigns, publications and Web sites combine with extensive behind-the-scenes work to enable CSC to achieve its objectives. The media are important allies, with well over 100 million exposures during 2002 in print alone. Newspapers, television and radio receive safety information on an ongoing basis, and interviewers contact CSC for a safety perspective on current issues. The Council's public awareness and education mandate complements the work of many other safety-related organizations.



As an independent, non-government organization, CSC works with government to form and implement public policies related to safety.

Public Policy

Advocacy is a small part of CSC's overall activity, with the purpose to promote a full and reasoned consideration of an issue. The Council is not a lobby group, and does not put pressure on individual politicians or other organizations. Its policy positions are based on consultation with stakeholders such as police, insurers, industry, and health professionals, and reflect their combined expertise or expressed endorsement. Its role in representing safety interests is to help formulate laws that address clearly identified problems, are based on well-researched evidence and can be enforced.

CSC often adds to the public debate of a safety issue by providing reliable information and raising concerns that may not have otherwise been considered — offering a voice of reason on emotionally-driven issues. By articulating an objective, well-informed perspective, CSC engages the public, legislators and the media in discussion. Directors and members are kept advised of these activities, and relevant communications are accessible to the public on the Internet.

CSC, with its broad mandate, is not a single-issue organization. It does not represent victims or commercial interests, but takes into account information from a wide spectrum of stakeholders in the overall context of the public good.

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Drivers At Work

Driving is an occupational safety issue — and not only for transportation companies. Emergency service and utility vehicles, taxis, heavy machinery and company cars are driven on the job. Maintenance workers, postal workers, police and sales representatives are exposed to risks from traffic.

Traffic crashes are the leading cause of work-related fatalities in the United States. According to the Bureau of Labor Statistics, more than 2,000 deaths a year result from occupational motor vehicle crashes in that country. This represents over 30 percent of the total annual fatalities from occupational injuries, but does not include employees killed or injured when travelling to and from work.

Australian research suggests that half of all work-related fatalities occur on roads, including travel to and from work. Work-related travel in that country is estimated to make up from one-third to two-thirds of all driving.

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President's Perspective

A suggestion that Ontario might raise the speed limits on its 400 series highways to 120 km/h has apparently been shelved.

Ontario's road safety record for 2000 was the best in Canada. The Canada Safety Council warned the government that raising speed limits would put this impressive safety record at risk.

Fatal crashes rise with speed limits. As speed increases over 100 km/h, the survival rate for vehicle occupants drops dramatically. The chances of being killed in a vehicle travelling at 120 km/h are four times higher than at 100 km/h.

Proponents of higher speed limits ignore several critical factors:

- The impact on safety and insurance rates due to well-documented higher risks.
- Enforcement capabilities: Will "Zero Tolerance" apply? Will the new speed limit be equally enforced in both rural and urban sections of the highway?
- The needs of older drivers: Drivers over 80 are the fastest growing segment of Ontario's driving population.
- The increase in older vehicles on the road.
- The risk involved in catching high-speed offenders — unacceptable to both the police and the public.

An overwhelming body of evidence shows speed increases the likelihood and severity of a crash. The bottom line is that raising highway speed limits is a bad idea.



SAFETY CANADA

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Mandate, from page 1.

New Issues

CSC addresses longstanding safety issues on an ongoing basis, working in collaboration with public sector agencies, including federal government departments, police, schools and health professionals.

A new issue may come to light from news reports, journals, research, statistics, communication from concerned individuals or organizations, or a combination of these. Following are some recent examples:

- A number of serious dog bite incidents came to CSC's attention during 2000. Further investigation revealed that dog attacks are not uncommon, and injuries can be severe. When CSC made its concerns public, it heard from victims, breeders and organizations dealing with pets. CSC's position was developed in collaboration with these groups. A partnered Web site on dog bite prevention was launched in summer 2002.
- In 2000, seven people were killed in several incidents related to school trips. These reports raised CSC's concerns about safety precautions on such trips. Further investigation and inquiries through a school insurer revealed a high number of injuries and led to a call for educators to apply risk management to all school trips.
- Demands to ban cell phones in cars arose from public concern about drivers using cell phones. Advocates cited a report by a Toronto physician, which CSC found flawed and out of date. CSC drew attention to recently released studies by credible traffic safety researchers at well-respected institutions (University of Montreal and University of North Carolina). It pointed to laws already in place to address irresponsible cell phone use and launched a public education campaign about the underlying safety issue of driver distractions.

Relations with Government

Working with government to form and implement public policy is integral to the Canada Safety Council's mandate. As a non-government organization, CSC suggests, supports and educates the public about safety legislation, with a strong emphasis on gaining public understanding and acceptance of laws and regulations.

CSC maintains relationships with government agencies through committee work, direct correspondence, projects

and programs. Occasionally, CSC provides expert input to standing committees reviewing legislation and expert witness to coroner's inquests. CSC uses government sources for statistics when available. While some government agencies are members, operations are not funded by government grants.

CSC's motorcycle training program is a good example of its partnership with government. In 1974, responding to the high number of deaths and injuries involving motorcycles, Transport Canada gave the Canada Safety Council seed funding for a national program to train beginning motorcyclists, the first of its kind in the world. Today, over 70 per cent of new riders in Canada take *Gearing Up—Canada's Motorcycle Skills Course*. Training has contributed to the long-term drop in motorcycle fatalities, from a high of 903 in 1973, to 179 in 2000 despite a significant increase in the number of riders. The program has been self-funding since the late 1970s from student fees and contributions from the motorcycle industry.

Council staff participate on a volunteer basis in government committees. For example: Transport Canada (Dangerous Goods and Railway Safety); Canadian Council of Motor Vehicle Administrators (various traffic safety committees); Environment Canada (Working Group on Road Salts); and Health Canada (Canadian Health Network).

Recent projects include: Truck Driver Incentives (Transport Canada); Falls Prevention (Health Canada/Veterans Affairs Canada); School Bullying (Justice Canada, in partnership with National Film Board of Canada).

Independence

Like most not-for-profit organizations, CSC regularly approaches the private sector for funding. Industry groups often sponsor initiatives related to their interests. However, by maintaining a diversified revenue base, CSC avoids conflicts of interest that might compromise its independence.

Margins from training programs, magazine subscriptions, and sponsorships contribute to overhead. Corporations and individuals fund the Council's work through membership donations. With this support, plus a dedicated, knowledgeable staff and cost-effective operations, CSC fulfils its safety mandate. □

Impaired Driving: an Example of Input to Federal Policy, see page 4.

Intersection

Red Light Cameras

Running red lights is one of the most dangerous aggressive driving behaviours. A recently released survey found 70 percent of drivers under 40 years of age and 80 percent of those 60 and over view running red lights as a serious or extremely serious problem.

The survey suggests that in rating the seriousness of the problem, drivers assess the risk of a crash. They do not see drivers running red lights as often as they observe other aggressive behaviours such as speeding or unsafe passing. However, they feel the potential consequences are more serious. Over 60 percent of survey respondents agreed or strongly agreed with the use of red light cameras to catch drivers who run red lights.

Proven to Reduce Crashes

Studies show red light camera programs reduce crashes at intersections. However, estimates of their impact vary widely, from seven percent to 46 percent. The Insurance Institute for Highway Safety in the US attributes the variation to methodological problems.



Standard sign for photo enforcement

For example, a study of red light cameras in Oxnard, California found seven percent fewer crashes overall and 29 percent fewer injury crashes at intersections after the cameras were introduced. However, not all collisions at intersections involve red light running.

When the data were re-analyzed to take into account only those crashes related to red light running, the findings showed much greater benefits — 20 percent fewer crashes and 46 percent fewer injury crashes.

After examining the methodology of previous studies, the Institute determined that red light cameras reduce injury crashes by about 25 to 30 percent.

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Alberta Gets Serious About Seat-Belts

According to a report released on September 25, 2002, by the Alberta Occupant Restraint Program, only 76 percent of Albertans buckle up. Rural Albertans and truck drivers are least likely to fasten their seat-belts.

This may explain in part why the vast majority of motor vehicle fatalities in Alberta occur in the rural areas. In about 60 percent of fatal crashes in Alberta, the victims are not wearing seat-belts. Edmonton RCMP Staff Sgt. Steve MacDonald won the 2000 National Police Award for Traffic Safety. After finding that half of the vehicle occupants killed in collisions on RCMP patrolled highways were unbelted, he initiated a crusade to increase seat-belt use in rural Alberta, with the ambitious goal of 95 percent usage by 2010.

Major urban-based seat-belt surveys showed that 90 percent of Albertans were buckling up. MacDonald recognized, however, that 80 percent of Alberta's fatal crashes were on the province's rural highways and saw a need for a survey specific to

these areas. He discovered that in rural areas, Alberta's seat-belt wearing rate was only 69 percent.

In Spring 2002, MacDonald introduced a new tactic to reduce the number of people killed because they were not wearing a seat-belt. He spearheaded a campaign to give morgue toe-tag tickets to motorists not wearing a seat-belt. Offending drivers had to fill in their own names as "deceased" and give next of kin. "Reasons" for not wearing seat-belts appeared on the

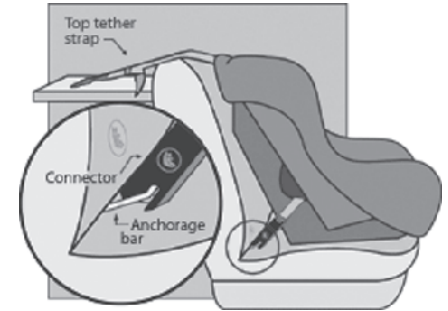
Morgue toe-tag tickets for unbelted motorists

reverse of each tag; for example, "Feel you haven't lived until you've experienced compound fractures?"

The approach was intended to jolt unbelted Albertans into realizing they could be killed, disfigured and maimed if they don't buckle up.

Dr. Lou Francescutti, head of the Alberta Centre for Injury Control and Research, suggested making people pay some of their medical costs if hurt in a collision when not wearing a seat-belt. Alberta's health minister was

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Lower Universal Anchorages for Infant and Child Seats

New regulations will make it easier to install infant and child seats in the rear seat of a vehicle.

Effective September 1, 2002, all new Canadian vehicles must be equipped with lower universal anchorages. In recent years, some vehicles sold in Canada were already fitted with this innovative anchorage system.

Also, all new Canadian infant and child seats must have two connectors, that can be attached to a vehicle's lower universal anchorage bars. These new infant and child seats also work with the seat belts in older vehicles, which may not have lower universal anchorage bars. If you have an infant or child seat designed to work with a seat belt, you will still be able to use your car seat in a newer vehicle equipped with lower anchorage bars.

A top tether strap must be used on all forward-facing child seats, whether the child seat is secured by a seat belt or by the new lower universal anchorages.

For further information, contact the vehicle manufacturer, the manufacturer of the infant or child seat, or Road Safety, Transport Canada at 1-800-333-0371. □

Transport Canada, October 2002



Look for this symbol on infant and child seats as well as on vehicle seats. Consult the vehicle's owner's manual.

Driving At Work, from page 1.

In the United Kingdom, evidence presented to a Work-related Road Safety Task Group in 2001 found that between 25 and 33 percent of all serious and fatal collisions involved someone who was at work at the time. This suggests that job-related deaths and injuries are more likely to occur on the road than in a fixed workplace. A special police study undertaken for the task group found that 30 percent of all serious and fatal collisions investigated involved at least one person "at work."

While Canada has little data on work-related driving, there is every reason to believe the situation in this country is similar in scale to the US, Australia and the UK.

Workplace Driver Improvement

Employers should approach work-related driving as they do other occupational health and safety risks. Driver improvement programs for all employees who drive on or off the job need to be part of the plan. Providing the Canada Safety Council's Defensive Driving Course is a good way to start.

The six hour classroom program is designed to help employees avoid collisions both on and off the job. The defensive driver takes every reasonable precaution to prevent traffic mishaps, over and above what is required by law. Participants learn what is involved in driving defensively, why and how various types of motor vehicle collisions occur, and what it takes to prevent them.

A completely revised DDC will be released in the first quarter of 2003. It has been nicknamed the Green DDC because of its new fuel efficiency component. The state-of-the-art course offers eight one-hour modules, with five core topics and a choice of one out of three optional ones. Topics include preventable collisions, driving conditions, driver attitude, impairment, intersections and passing, winter driving, fuel efficiency driver distractions and more. There are also brand new materials, visual aids and films (now in VHS and DVD format).

If your workplace does not already include driver improvement in its safety program, make 2003 the year you start DDC. For more information please send an e-mail (csc@safety-council.org). You will be notified when the new DDC is available. □

NIOSH Alert: Preventing Worker Injuries and Deaths from Traffic-Related Motor Vehicle Crashes, DHHS (NIOSH) Publication No. 98-142

Roadkill, Paul Somerville. National safety, The Journal of the National Safety Council of Australia, March 2002

Work-related Road Safety Task Group Discussion Document, Health & Safety Commission (2001).

Red Light Cameras, from page 3.

Psychology the Key to Success

To stop motorists from running red lights, signs must be posted at all intersections where cameras may be operating. Without signs, accusations that red light cameras are simply cash machines are arguably justified.

Perception of apprehension is known to be a very effective deterrent. If people believe they will be caught, they are far less likely to offend. The objective is to prevent violations — ideally, to give no tickets. If the number of violations is high, the program is not working properly.

Red light cameras reduce injury crashes by 25 to 30 percent.

Australia has been using red light cameras for over 20 years. In Melbourne, for example, 35 red light cameras are rotated among 132 sites, all of which have warning signs. Motorists won't want to risk a ticket at any of those 132 sites.

Six Ontario municipalities have been piloting the cameras since 2000, and the pilot projects are being extended to 2004. The Canada Safety Council continues to express concerns that the success of these red light camera projects is compromised because the cameras are not accompanied by warning signs. □□

The Road Safety Monitor 2002: Risky Driving. Traffic Injury Research Foundation. (www.trafficinjuryresearch.com)

Status Report, Vol. 37, No. 5, May, 2002. Insurance Institute for Highway Safety. (www.highwaysafety.org)

Alberta Gets Serious, from page 3.

"intrigued" by the idea that individuals who make the personal decision not to wear a seat-belt should be made to bear the consequences of that choice.

Transport Canada's July 2001 survey of seat-belt use in Canada found that 90 percent of us buckle up.* Ontario boasts the highest seat-belt wearing rate, at over 92 percent. Alberta and Manitoba are the lowest provinces, at 85 and 82 percent respectively.

Alberta has a history of resistance to seat-belts. In 1988, seat-belt legislation was challenged and initially overturned in that province, leading to a drop in usage from 83 percent to 45 percent, and a corresponding increase in deaths and injuries. □

* Estimate of seat-belt use by all occupants in light-duty vehicles (passenger cars, passenger vans and light trucks). The Transport Canada survey tends to focus on urban areas.

Impaired Driving: an Example of CSC Input to Federal Policy

Since its inception the Canada Safety Council has participated actively in initiatives and meetings related to legislation, countermeasures and education to reduce impaired driving. National Safe Driving Week (December 1 to 7) has been used to enhance public awareness of this issue and related legislation.

Regular media releases and articles address impaired driving and respond to news coverage. CSC has also commissioned studies to add to informed consideration of possible countermeasures. These documents are available to the public on its Web site (www.safety-council.org).

- 1997 Commissioned research on preventive programs for the hard core drinking driver, as the basis for policy and awareness work.
- 1998 Co-sponsored a meeting of stakeholders to establish common priorities and recommendations for changes to the Criminal Code to make the law more effective.
- 1999 Presented recommendations to the House of Commons Standing Committee on Justice and Human Rights (March 1999).
- 2000 Commissioned a poll to assess public knowledge and perceptions of Canada's impaired driving laws, including 1999-2000 changes. Co-sponsored a national workshop to establish directions for countermeasures over the coming nine years.
- 2001 Convened a meeting of national stakeholder organizations to discuss priorities in the light of the 1999-2000 amendments to the Criminal Code.
- 2002 Commissioned a comprehensive study by a legal expert to determine the validity of claims that Canada's blood alcohol laws were weaker than those in other comparable countries. *Questions about impaired driving statistics were discussed at a meeting of government and safety officials.

* Canada's Road Safety Vision 2010 (in which CSC is a participant) aims for a 40% reduction in road users fatally or seriously injured in crashes involving a drinking driver by 2010. CSC recently pointed out that respected Canadian sources cite widely varying statistics. Consistent reporting of the number of fatalities is necessary to determine whether the national goal is met.

Public Platform

Poisoning Data Reveal Overdose Problem

Poisoning ranks next to falls and motor vehicle collisions as the third most frequent type of injury leading to hospitalization in Canada.

According to the Canadian Institute for Health Information (CIHI), there were 28,581 poisoning cases admitted to Canadian hospitals in 1999-2000, out of a total 197,002 admissions for all injuries. Medications are the most common substances in all poisonings.

Most poisonings in Canada are intentionally self-inflicted. The CIHI statistics show the average age of hospital cases rose from 33.6 years in 1995-1996, to 36.3 years in 1999-2000, and 60 percent of the patients were female. About 68 percent of all poisoning admissions were classified as suicide and self-inflicted. An additional 10 percent (primarily in the age groups with high rates of intentional injury) are of undetermined intent.



Child Safety Precautions

Parents with small children must take safety precautions to eliminate the risk of a child coming in to contact with poisons. Many common products are potentially life threatening if ingested, including medications, some house plants, cleaning products, alcohol and other substances in the home workshop or garage.

First and foremost, keep those products out of sight and out of reach, preferably locked up. Buy products in child-resistant containers with safety caps and keep them in their original containers so they will be easily identified.

Many common products can be life threatening if ingested.

Always administer medicine according to the directions. Adults should take their medications out of the sight of children, and should never refer to medicine as "candy."

Supervision is critical. When using cleaning products never let young children out of your sight. If the phone or doorbell rings, take either the

child or the product with you when you answer. When you have visitors, keep purses and other personal belongings out of reach; they may contain medicines or other items that could be harmful to a curious toddler. Similar precautions apply to visits to homes that have not been child-proofed.

Deliberate Self-harm

Except for children under 10 and adults 65 and over, most poisonings are deliberate self-harm. Tragically, poisonous substances are often used to commit suicide. Among women, drug overdoses are the most common method of suicide; men are most likely to choose firearms. Firearms are instantly lethal, whereas drug overdose casualties often end up in hospital.

The highest incidence of self-inflicted poisoning is among women in their 20s to 40s who use tranquillizers, analgesics, anti-depressants and other psychotropic medications. The statistics point to an urgent need to focus on mental health and suicide prevention issues in this group. □

Canadian Institute for Health Information (CIHI) National Trauma Registry Bulletin: Poisoning Injury Hospitalizations in Canada, 1999/2000. Toronto (ON): 2002.

Kwiz Korner

Do you know the facts about poisonings?

1. What age group has the highest rate of unintentional poisoning?
A. 1 to 4 B. 5 to 9
C. 10 to 14 D. 65 +
2. Which statement is false?
A. Iron supplements are a common cause of poisonings in young children.
B. Infant medication is more potent than children's medication.
C. Philodendron is a safe house plant for homes with young children.
D. All of the above.
3. What is the most common cause of all poisoning hospitalizations?
A. Medicine/vitamins.
B. Household cleaning products.
C. Carbon monoxide.
D. Alcohol.
4. What age group accounted for over 40 percent of all poisoning admissions to Canadian hospitals in 1999-2000?
A. Under 15 B. 15 to 24
C. 25 to 44 D. 45 and older
5. Poisoning represents what percentage of all self-inflicted injuries?
A. 8% B. 24% C. 57% D. 83%

Answers on page 6.

Mazes Pose Fire Risk

Mazes made of straw, hay or corn stalks attract thousands of visitors especially during the late summer and fall seasons. These structures are exempt from fire safety regulations, and also from any regulations affecting their structural integrity.

In early October 2002, a terrifying fire engulfed a straw maze on a farm north of Toronto. The fire was deliberately set.

The incident raised concerns among fire officials and others, including the Canada Safety Council, about how well the public is protected. Immediately following the fire the Ontario fire marshal issued an October 23 communiqué, *Fire Safety for Amusement Activities on Farms and Other Sites*, to provide direction to the fire service.

Without formal safety regulations, these popular attractions pose a threat to public safety.

At CSC's request, the Canadian Commission on Building and Fire Codes has referred this safety concern to its Standing Committees on Fire Safety and Occupancy, as well as Hazardous Materials and Operations. Safety requirements for straw bale mazes may involve expanding the scope of current codes and will require consultation with provincial and territorial jurisdictions. □



Tap Water Scalds

Hot tap water in the home is the leading cause of scalding injuries among young children. Over 300 children, seniors and people with disabilities are treated in hospital annually in Canada for scald injuries caused by hot tap water.

Serious burns and scalds require long and painful treatment. They can result in permanent scarring, physical and emotional disability, and years of skin grafting operations. The very young and the elderly are most at risk because they tend to have a slower reaction time and/or thinner skin.

In Canada, most home hot water heaters are set at 60 C. At this temperature, water burns human skin in one to five seconds. A child's skin will burn in less than one second. A slight reduction would have a significant impact on reducing the number and severity of injuries. It would take 10 minutes for a child to suffer a third degree burn in 49 C water, which some have proposed as the maximum temperature for domestic water heaters. However, there is concern about possible technical problems.

The National Building Code currently allows a maximum tank temperature of 60 C. Safe Kids Canada has worked with the Canadian Advisory Committee on Plumbing to develop a proposed amendment to the National Building Code and the National Plumbing Code. The proposal simply

states a performance expectation limiting the temperature of hot water at plumbing fixtures to a maximum of 49 C. The designer, supplier or installer would have flexibility in how to meet the requirement. The Canadian Commission on Building and Fire Codes will post the proposed amendment for public review from January 2 to March 31, 2003 (www.nationalcodes.ca). If adopted, it will become part of the code in the spring of 2004.

The CSA/ANSI standard for gas water heaters specifies a preferred factory pre-set temperature setting of 49 C. The next edition of the CSA standard for oil water heaters, expected to be published in early 2003, will also specify a factory pre-set temperature setting of 49 C. The forthcoming oil water heater standard also requires a special anti-scalding water warning label and recommends the use of a water tempering or mixing valve to limit hot water temperature at point of use to 49 C.

The CSA Standard for electric water heaters specifies a 60 C

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Bike Helmet Legislation Reduces Head Injuries

Research at The Hospital for Sick Children and the University of Toronto has shown that mandatory bicycle helmet legislation reduces the number of bicycle-related head injuries in children. In Canada, five provinces (British Columbia, Alberta, Ontario, New Brunswick and Nova Scotia) have adopted bicycle helmet legislation.

The study looked at data on the 9,650 Canadian children (five to 19 years of age) hospitalized for bicycle-related injuries from 1994 to 1998. The results indicate that the bicycle-related head injury rate declined significantly (45 percent reduction) in provinces where legislation had been adopted compared to provinces and territories that did not adopt legislation (27 percent reduction).

Bicycle helmet legislation had been shown to increase helmet use, but the effect on the rates of head injuries was unknown. This research shows that helmet legislation is an effective tool to prevent childhood bicycle-related head injuries. □

The Hospital for Sick Children and Safe Kids Canada

Online Dangers

According to Statistics Canada, children are spending less time watching television and more time at the computer. From a health standpoint, other activities such as outdoor play would be far more beneficial than sitting in front of a screen for long periods. From a personal safety standpoint, the unregulated environment of cyberspace is virtually impossible to police.

The Internet has been called an electronic Trojan horse. It offers education, entertainment, and communication with people around the world — all potentially good experiences. Unfortunately, it also attracts con artists, pedophiles, ideologies and other material to which parents might not want their children exposed.

The Canada Safety Council and Media Awareness Network Web sites provide Internet safety tips to help parents protect their children from the Dark Side of the World Wide Web.

Name Exposure

Exchanging e-mail with friends seems like an innocent activity. However, after children exchange e-mail addresses they may start to receive forwarded messages, some re-forwarded by several senders. Everyone uses the CC field, exposing the e-mail addresses to more and more strangers, sometimes into the hundreds.

Spammers pick up names from these chain e-mails, enabling them to clog Inboxes with

To page 8...



Parents must monitor their children's Internet use.

Answers to Kwiz Korner

- A.** Young children are naive and curious, so special precautions are needed.
- C.** Many plants in and around the home can be toxic to children or pets, including philodendron. It's best to keep all plants out of the reach of young children. For young children, vitamins with iron supplements are very dangerous. Infant medication may be more potent so it can be administered in smaller doses.
- A.** Poisonings by drugs, medicinal and biological substances represented 90 percent of hospitalizations. The most common medications include tranquilizers, antidepressants and acetaminophen.
- C.** Out of 28,581 hospital admissions for poisoning, the 25 to 44 age group accounted for 42.8 percent. Of these, 78 percent were classified as suicide or self-inflicted.
- D.** Most serious self-inflicted injuries are suicide attempts.

On the Job

Stairway to Health

The Canada Safety Council works with Health Canada through the Canadian Council for Health and Active Living at Work (CCHALW) to bring active living programs into workplaces. *Stairway to Health* is a new CCHALW initiative to encourage office workers to use stairways instead of riding elevators. It was launched in Lake Louise at the October 2002 Health, Work and Wellness Conference.

The simple choice to take the stairs instead of the elevator can make a big difference to employee health and fitness.

- Daily living activities like climbing the stairs significantly contribute to the 30 minutes of daily exercise everyone needs.
- Using the stairs burns twice as many calories as walking, and requires no special skill, equipment or clothing.
- Regular stair users have greater leg strength and aerobic capacity than non climbers.
- Taking the stairs is often faster than waiting for the elevator, especially during peak usage times.

The *Stairway to Health* program is designed to help incorporate active living into the workplace. For organizations that already have employee fitness programs, it can be a simple add-on. For those who still need to be convinced, a Web based resource, *The Business Case for Active Living at Work* (Safety Canada, July 2001) demonstrates the value of fostering employee fitness. The *Stairway to Health* program offers a good starting point!



Tools to develop and manage a *Stairway to Health* program will be launched online in 2003; watch *Safety Canada* for the URL. The Web site will give practical advice on how to introduce and maintain the program. It will also provide management tools, downloadable posters and other promotional resources.

The program is meant to be customized. Strategies will depend on the unique nature of each workplace. For example, some workplaces may opt for an ongoing program, others for a special event or events.

Encouraging the use of stairs is an easy and inexpensive way to enhance employee fitness — especially with the resources from *Stairway to Health*. The benefits can be significant, including lower turnover rates, reduced absenteeism, fewer medical claims, higher productivity and improved employee morale. □

may start to require take-back of used equipment and fees to recycle CRTs.

Manufacturers are trying to remove hazardous substances such as lead and mercury from computers. For example, the lead in solder will likely be phased out over the next five years. However, there are major challenges. Lead-free solders tend to be more brittle than the current lead-based solders used to glue components to motherboards. In addition, changing the solder requires the cooperation of all component manufacturers. Everything works together. If even one of the hundreds of components on a motherboard is dislodged, functioning of the computer is compromised. □

Solid Waste & Recycling, October/November 2002.
ZDNet News, September 12, 2002.

E-Waste Solutions

Disposal of computers, printers, scanners and other telecommunications equipment — called “e-waste” — has emerged as a major environmental issue. (See *Safety Canada*, October 2001, *Trashed Computers*.) During the 1990s only about 10 percent of this equipment was recycled or refurbished for reuse in Canada.

E-waste contains toxic materials that can be hazardous if not managed properly. In particular, the lead oxide used in the cathode ray tubes (CRTs) of computer monitors is a concern because it is in a soluble form.

Proper recycling of the hazardous materials from computers is an important health and safety concern. However, computer waste also contains valuable parts and precious metals, such as gold and copper, which offer potential business opportunities.

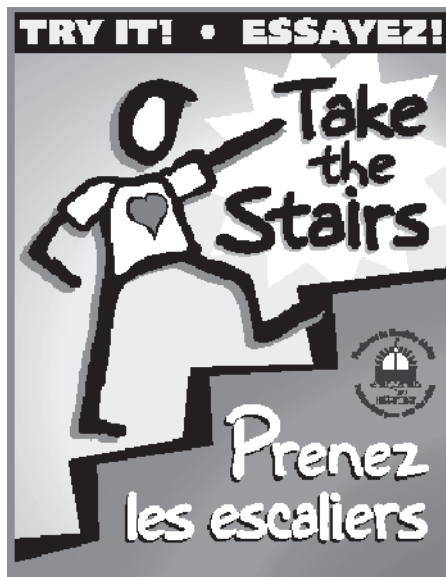
The Information Technology Association of Canada represents the computing and telecommunications industry. It has proposed a national action plan that gives municipalities and consumers the responsibility to collect the equipment. Industry would cover transportation costs and processing. A proposed front-end fee on IT equipment would finance the program.

In February 2001, Alberta launched the first provincial initiative to recycle obsolete computers, and a commercial e-waste recycling facility opened in Rimbey, Alberta in September 2002. When fully operational, the facility will process over two million kilograms of e-waste annually.

Manitoba prefers a return-to-retailer model for electronics waste, and in British Columbia there have been requests that the provincial government develop an e-waste program that is financed and managed by industry. Ontario

established a new waste diversion organization in June 2002. Waste Diversion Ontario is based on the premise that industries will pay half of the cost of handling their materials in municipal recycling programs.

The European Union is taking strict measures requiring the industry to collect and recycle obsolete computers. In the U.S., individual states have recognized the problem. Some



Point-of-choice posters are the most effective way to persuade employees to take the stairs.

Online Dangers, from page 6.

unwanted e-mails, from sales pitches to pornographic and hate spam. They may also be able to obtain personal information if the e-mail address is attached to traceable identifying information through an ISP.

When you give a friend your phone number or address, you don't expect that he or she will pass it along to everyone they phone or send mail to, and that the next person will then do the same. Most parents and children do not realize the risks and consequences of this common practice.

Bullies

A survey released in April 2002 by the UK children's charity NCH found more than one in four teenagers had been bullied either by e-mail or mobile phone. The 856 respondents were between 11 and 19 years of age. Sixteen percent had received bullying or threatening text messages, seven percent had been harassed in Internet chat rooms and four percent by e-mail. One in three of the victims had told no one.

The Internet takes bullying beyond the school yard — there is no safe haven, even at home. Bullies can create hate Web sites about other children and distribute the URLs through Internet chat rooms. A bully can harass by persistent e-mails. The Internet provides an anonymity that creates the confidence to make threats a child would not make in person.

Victims should change their mobile number or e-mail address if they receive threats. If the messages continue, they should not be afraid to go to the police.

Cyber Stalking

A cyber stalker is someone who contacts or seeks to gain intimate personal knowledge of another person through online communication without their consent or after being told to cease. Stalkers lurk in chat rooms, news groups, bulletin boards and e-mail. Their objective is to create fear and get a reaction. They may also send viruses or masses of spam, or hack into a computer.

According to a 1999 report of the US Department of Justice, one out of every 10 Internet users had been stalked online. Most victims are adults, and 80 percent are women. Alarmingly, one out of every five cyber stalking cases becomes an offline, real-world stalking case.

If you feel you are being stalked, *respond to absolutely nothing* sent by the stalker. Use a filter or blocking software to prevent the e-mails from reaching your Inbox. If the problem only exists on ICQ or IRC, completely change your online identity.

The offender will eventually give up when you won't play the game. If harassment continues you can report the stalker to both their ISP and your own. With sufficient grounds, most ISPs will terminate offenders' accounts, but beware that doing this could aggravate the situation. You may have to change your e-mail account or even your ISP.

Cybertip.ca

In 2002, a new Web site was launched at www.cybertip.ca. The site is operated by Child Find Manitoba in partnership with the federal government and private sector partners. It handles tips from individuals reporting the online sexual exploitation of children. There is also a toll-free phone line (1-866-658-9022).

Incidents of child pornography, luring, child sex tourism, or child prostitution can be reported. Cybertip.ca receives and analyses the tips, then refers leads to the appropriate law enforcement agencies. □

Did you know?

A recent survey of Canadian drivers found that 16 percent reported driving a vehicle within two hours of consuming alcohol in the past 30 days. In the past year, about 1.7 million Canadians (8 percent of drivers) drove when they thought they were impaired, for an estimated 8 million impaired driving trips. Fewer than three percent of drivers accounted for more than 80 percent of all impaired driving trips. *The Road Safety Monitor 2002: Drinking and Driving. Traffic Injury Research Foundation, December 2002*

Customs officers seize about one gun a day from U.S. motorists entering Canada at southern Ontario border crossings. In 2001, officers seized 364 firearms at crossings in Niagara Falls, Fort Erie, Windsor and Sarnia. Most of the individuals say they are carrying a gun for personal protection. However, police believe many of the guns are being smuggled to Toronto for sale to criminals and street gang members. *Toronto Sun, October 30, 2002*

Of all Quebec drivers convicted of criminal offenses (such as those related to impaired driving), only two percent earn more than \$50,000 a year. Forty-one percent earn less than \$30,000 a year, and a full 43 percent have no income. *Editorial, The Gazette, Montreal, November 7, 2002*

According to the Insurance Bureau of Canada, the average cost per claim for private passenger automobiles went from \$4,258 in 1997 to \$5,970 in 2001 - an increase of 40% over five years. These figures do not take into account Quebec, Manitoba, Saskatchewan and British Columbia, which have government auto insurance. *Insurance Bureau of Canada, November, 2002*

There were 3,145 injury deaths in Ontario in 1999/2000 — down 14 percent from 1995/1996. Falls were the leading cause of fatal injuries and 85 percent of fall casualties were aged 65 over. Motor vehicle collisions came second. Of these, half were drivers and one-quarter were passengers. The remainder included motorcyclists, pedestrians and snowmobilers. Drugs and/or alcohol were involved in nearly one-quarter of all motor vehicle fatalities. *Canadian Institute for Health Information, December 4, 2002*

Hot Water, from page 6.

maximum thermostat pre-set temperature setting. The technical sub-committee for electric water heaters is considering the feasibility of harmonizing temperature requirements with the other two CSA water heater standards. CSA is also participating in a task force spearheaded by the Canadian Institute of Plumbing and Heating to address the issue of water temperatures for the retrofit market.

In the standards development process, CSA functions as a neutral third party, providing a structure and a forum for committees of volunteers which develop CSA standards. Committees are structured as a 'balanced matrix', meaning the interests of all participants are considered. Standards are developed using a consensus process, which includes the principles of inclusive participation, and respect for diverse interest and transparency.

At 60 C, a child's skin will burn in less than one second.

Over 20 years ago, several American states (Washington, Wisconsin, Florida and others) mandated that hot water tanks be installed and pre-set at 49 C. In the State of Washington, hospital admissions for tap water injuries were reduced by half within the first five years. In 1988, the industry voluntarily agreed to pre-set hot water tanks across the U.S. to 49 C. However, American products shipped into Canada are still set at 60 C. In other countries, such as New Zealand and Australia, building codes mandate the installation of temperature control devices to limit temperatures. □