



## Safety Newsletter

# Confined Space

Being required to perform work in a confined space is one of the most potentially dangerous tasks workers face in today's workplace. This is because the hazards that may be present in the confined space are generally intangible and not easy to detect. Confined work spaces that appear empty, clean, dry and void of any hazards can be death traps capable of causing multiple fatality injuries. As there are some County Departments who have such confined spaces at their work sites that their employees must perform work in, County Safety Manual Document #2003, Confined Space Entry Guidelines (based on T8, CCR, Section 5156 – 5158 regulations), was developed to provide instruction and guidance to those Department's on how to ensure confined spaces are safe for employee entry.

### What is a confined space?

The definition of a confined space is a space that:

1. Is large enough and so configured that an employee can bodily enter and perform assigned work; and
2. Has limited or restricted means for entry or exit (for example, tanks, vessels, silos, storage bins, hoppers, vaults and pits are spaces that may have limited means of entry); and
3. Is not designed for continuous employee occupancy.

Confined spaces are further broken down into two categories; non-permit confined spaces and permit-required confined spaces:

- Non-permit confined space – a confined space that does not contain or, with respect to atmospheric

hazards, have the potential to contain any hazard capable of causing death or serious physical harm.

- Permit-required confined space – a confined space that has one or more of the following characteristics:

Contains or has a potential to contain a hazardous atmosphere. A hazardous atmosphere is an atmosphere that may expose employees to the risk of death, incapacitation, impairment of ability to self-rescue (that is, escape unaided from a permit space), injury or acute illness from one or more of the following causes:

- Flammable gas, vapor or mist in excess of 10 percent of its lower flammable limit (LFL);
- Airborne combustible dust at a concentration that meets or exceeds its LFL;

Note: This concentration may be approximated as a condition in which the dust obscures vision at a distance of 5 feet (1.52 M) or less.

- Atmospheric oxygen concentration below 19.5% or above 23.5%;
- Atmospheric concentration of any substance for which a dose is published in Group 14 for Radiation and Radioactivity or a permissible exposure limit is published in Title 8, CCR, Section 5155 for Airborne contaminants and which could result in employee exposure in excess of its dose or permissible exposure limit;



# CONFINED SPACES

Note: An atmospheric concentration of any substance that is not capable of causing death, incapacitation, impairment of ability to self-rescue, injury or acute illness due to its health effects is not covered by this provision.

- Any other atmospheric condition that is immediately dangerous to life or health.

Note: For air contaminants for which a dose is not published in Group 14 for Radiation and Radioactivity or a permissible exposure limit is not published in Title 8, CCR, Section 5155 for Airborne contaminants, other sources of information such as: Material Safety Data Sheets or Safety Data Sheets that comply with Title 8, CCR, Section 5194, published information and internal documents can provide guidance in establishing acceptable atmospheric conditions.

- Contains a material that has the potential for engulfing an entrant;
- Has an internal configuration such that an entrant could be trapped or asphyxiated by inwardly converging walls or by a floor which slopes downward and tapers to a smaller cross-section; or
- Contains any other recognized serious safety or health hazard.

A permit required confined space is further categorized by the type of work that may need to be performed in that space and may require a written hot work permit to be issued to authorize employees who will enter the space to perform operations capable of providing a source of ignition (for example, riveting, welding, cutting, burning and heating).

County Departments/Agencies/Districts must evaluate their work areas to determine if they have any areas that would be classified as confined spaces. If confined spaces are present, County Departments/Agencies/Districts must then evaluate those confined space work areas to determine if any spaces are permit-required confined spaces or non-permit confined spaces. These determinations can be accomplished with the help of the document Permit-Required Confined Space (PRCS) Decision Flow Chart available from Cal/OSHA in Title 8, CCR, Section 5157 Permit Required Confined Spaces, Appendix A. A hotlink to this document is provided at the end of this article. If the County Department/Agency/District does determine it has work areas that qualify as either non-permit confined spaces or permit-required confined spaces, management must implement an appropriate non-permit confined space or permit- required confined space program for regulating employee entry into these types of confined spaces and controlling the potential hazards that can exist in them.

For more information about Confined Space Safety, please refer to County Safety Manual Document #2003, Confined Space Entry Guidelines or contact the;



If further assistance is needed  
Contact the Safety Division

951-955-3520

# DISTRACTED DRIVING AWARENESS MONTH

## What is distracted driving?

Distracted driving is any activity that could divert a person's attention away from the primary task of driving. All distractions endanger driver, passenger, and bystander safety. These types of distractions include:

But, because text messaging requires visual, manual,

- Texting
- Reading, including maps
- Using a cell phone or smartphone
- Using a navigation system
- Eating and drinking
- Watching a video
- Talking to passengers
- Adjusting a radio, CD player, or MP3 player
- Grooming

and cognitive attention from the driver, it is by far the most alarming distraction.

The best way to end distracted driving is to educate all Americans about the danger it poses. On this page, you'll find facts and statistics that are powerfully persuasive. If you don't already think distracted driving is a safety problem, please take a moment to learn more. And, as with everything on [Distraction.gov](#), please share these facts with others. Together, we can help save lives.

Got questions? Visit our [FAQ!](#) Want even more information? Look at [sample research reports](#).

## Is distracted driving really a problem?

Distracted driving kills. The friends, family, and neighbors of the thousands of people killed each year in distracted driving crashes will tell you it is a very serious safety problem. The nearly half a million people injured each year will agree.

## What is distracted driving?

Distraction occurs any time you take your eyes off the road, your hands off the wheel, and your mind off your primary task: driving safely. Any non-driving activity you engage in is a potential distraction and increases your risk of crashing.

## If it's so dangerous, why do people do it?

Some people still don't know how dangerous distracted driving is. Others know about the risks of texting and talking while driving, but still choose to do so anyway. They make the mistake of thinking the statistics don't apply to them, that they can defy the odds. Still others simply lead busy, stressful lives and use cell phones and smartphones to stay connected with their families, friends, and workplaces. They forget or choose not to shut these devices off when they get behind the wheel.

## Who are the most serious offenders?

Our youngest and most inexperienced drivers are most at risk, with 16% of all distracted driving crashes involving drivers under 20. But they are not alone. At any given moment during daylight hours, over 660,000 vehicles are being driven by someone using a hand-held cell phone.

## Sending or reading one text is pretty quick, unlike a phone conversation - wouldn't that be okay?

Texting is the most alarming distraction because it involves manual, visual, and cognitive distraction simultaneously. Sending or reading a text takes your eyes off the road for 5 seconds. At 55 mph, that's like driving the length of an entire football field, blindfolded. It's extraordinarily dangerous.

### Key Facts and Statistics

In 2014, 3,179 people were killed, and 431,000 were injured in motor vehicle crashes involving distracted drivers.

As of December 2014, 169.3 billion text messages were sent in the US (includes PR, the Territories, and Guam) every month. (CTIA)

Drivers in their 20s are 23 percent of drivers in all fatal crashes, but are 27 percent of the distracted drivers and 38 percent of the dis-tracted drivers who were using cell phones in fatal crashes. (NHTSA)

## What are powered industrial trucks?

Powered industrial trucks, commonly called forklifts or lift trucks, are used in many industries, primarily to move materials. They can also be used to raise, lower, or remove large objects or a number of smaller objects on pallets or in boxes, crates, or other containers. Powered industrial trucks can either be ridden by the operator or controlled by a walking operator. Over-the-road haulage trucks and earth-moving equipment that has been modified to accept forks are not considered powered industrial trucks.

### What are the hazards associated with operating powered industrial trucks?

There are many types of powered industrial trucks. Each type presents different operating hazards. For example, a sit-down, counterbalanced high-lift rider truck is more likely than a motorized hand truck to be involved in a falling load accident because the sit-down rider truck can lift a load much higher than a hand truck. Workplace type and conditions are also factors in hazards commonly associated with powered industrial trucks. For example, retail establishments often face greater challenges than other worksites in maintaining pedestrian safety. Beyond that, many workers can also be injured when (1) lift trucks are inadvertently driven off loading docks; (2) lifts fall between docks and an unsecured trailer; (3) they are struck by a lift truck; or (4) they fall while on elevated pallets and tines.

It is a violation of Federal law for anyone UNDER 18 years of age to operate a forklift or for anyone OVER 18 years of age who is not properly trained and certified to do so.

### What can be done to reduce the hazards related to powered industrial trucks?

Determining the best way to protect workers from injury largely depends on the type of truck operated and the worksite where it is being used. Employers must ensure that each powered industrial truck operator is competent to operate a powered industrial truck safely, as demonstrated by the successful completion of the training and evaluation specified in 29 CFR 1910.178(l) (1).

Safely operating a forklift requires preparation, anticipation and careful attention in order to maintain control of the vehicle at all times. Recommended practices associated with safe operations include:

#### Pre-Operation

- Inspect and maintain the forklift before use.

#### Traveling and Maneuvering

- Use good operating practices to prevent accidents.

#### Load Handling

- Identify the hazards and recommended practices for each step in the load handling process (including an in-depth discussion on Load Composition).

Most fatalities occur when a worker is crushed by a forklift that has overturned or fallen from a loading dock. NIOSH investigations of forklift-related deaths indicate that many workers and employers:

- May not be aware of the risks of operating or working near forklifts
- Are not following the procedures set forth in the OSHA standards, consensus standards, or equipment manufacturer's guidelines.





**Below is a comment about our recent Department Safety Representative Academy (DSR)...**

**Thanks for the kind words Brittany!**

Riverside County's DSR Academy started with a great insight to the history of OSHA, and how it became established within the United States. Touching on hot topics such as Knowing Your Rights, PPE, and Identifying Safety and Health Problems really helped me to understand the power I have over my workplace protection. It also gave great resources on how to gain knowledge and how to report possible safety violations, both of which are highly valuable within a workplace.

Not only did we touch on topics pertaining to workplace safety, but also how we can control our own personal safety. The Principles of Ergonomics and Introduction to Industrial Hygiene were fascinating topics that really allowed a greater knowledge of how to protect my body against the repetitive motions that are common with deskwork. Being able to be hands-on with my own safety is something that I have taken into greater consideration since attending. This course greatly peaked my interest, and I would be more than willing to attend more courses in the future.

*Brittany Talarico*

### **DID YOU KNOW?**

- ◆ Employers are required by Cal/OSHA to have an effective written Injury and Illness Prevention Program (IIPP)?
- ◆ Cal/OSHA can impose stiff penalties and fees if all employees do not know what the IIPP is and where it can be found?
- ◆ The benefits of an effective IIPP include improved workplace safety and health, better morale, increased productivity, and reduced costs of worker's compensation costs?

**Remember that an effective IIPP is not just a paper program. For your IIPP to be effective, you must fully put it into practice in your department.**

How can you write your IIPP? There is HELP available from the Cal/OSHA website @ <http://www.dir.ca.gov/dosh/etools/09-031/> called etool.

This etool will produce a written IIPP for you by

answering a set of questions (see [How to Create Your Written IIPP - Questions](#)). Each of your answers will automatically appear underlined in a written IIPP which is specific to your workplace. **To produce a complete written IIPP you must fully answer all the IIPP questions.**



**If further assistance is needed**

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