Syracuse Builders Exchange FOUNDED 1872

BIE SAFETY ADVISOR

OSHA's Updated Crane and Derricks In Construction: Operator Qualifications

On November 9, 2018, OSHA announced via the Federal Register that it is updating the agency's standard for cranes and derricks in construction by clarifying each employer's duty to ensure the competency of crane operators through training, certification or licensing, and evaluation.

OSHA is also altering a provision that required different levels of certification based on the rated lifting capacity of equipment. While testing organizations are not required to issue certifications distinguished by rated capacities, they are permitted to do so, and employers may accept them or continue to rely on certifications based on crane type alone. Finally, this rule establishes minimum requirements for determining operator competency. This final rule will maintain safety and health protections for workers while reducing compliance burdens.

Effective date: This final rule is effective on **December 10, 2018**, except the amendments to 29 CFR 1926.1427(a) and (f) (evaluation and documentation requirements), which are effective **February 7, 2019**.

Some frequently asked questions about the standard include: *Is operator certification a new requirement of the final rule?* Answer: No - Operator certification was required in OSHA's 2010 cranes rule, but the effective date of that requirement was pushed back to November 10, 2018. The new rule simply removed the requirement that certifications include the lifting capacity of cranes for which the operator is certified, but did not change the effective date for when operators must be certified.

How does an operator meet OSHA's certification requirements? Answer: An operator can meet OSHA's certification requirements by obtaining certification from an accredited, third party crane certification organization as described in paragraph (d) of the final rule. An employer can also comply with OSHA's standard by developing an employer audited program as described in paragraph (e) of the final rule and use this program to certify operators it employs. Finally, per paragraph (c) of the final rule, operators can meet OSHA's certification requirements by obtaining a state or local crane operator license that meets OSHA's requirements.

To see the full list of most frequently asked questions, visit: www.osha.gov/cranes-derricks/Op_Cert_Final_Rule_FAQs_11-8-18.pdf. To see the Crane Standard in its entirety, visit www.osha.gov/laws-regs/regulations/standardnumber/1926/1926SubpartCC

All of us at Occupational Safety Consultants, Inc, would like to wish you a Very Merry Holiday Season and a Safe and Prosperous 2019!

Information Provided by www.osha.gov and http://safetytoolboxtopics.com/Seasonal/10-winter-driving-tips.html.
Prepared & Edited by Sue Zampella, Senior Risk Control Consultant; Occupational Safety Consultants, Inc.
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Monthly Toolbox Talk

As winter has seemed to take us by surprise or at least taken hold early in November of 2018 with measurable snow that seemed to stick around because of record cold temperatures, I thought it appropriate to discuss Winter Safety Driving Tips for December's Tool Box Talk.

10 Winter Safety Driving Tips

1. Get a grip. To have adequate snow traction, a tire requires at least 6/32-inch deep tread, according to The Tire Rack. (New passenger-car tires usually have 10/32-inch of tread.) Ultrahigh-performance "summer" tires have little or no grip in snow. Even "all-season" tires don't necessarily have great snow traction: Some do, some don't. If you live where the roads are regularly covered with snow, use snow tires (sometimes called "winter tires" by tire makers). They have a "snowflake on the mountain" symbol on the sidewall, meaning they meet a tire-industry standard for snow traction.

2. Make sure you can see. Replace windshield wiper blades. Clean the inside of your windows thoroughly. Apply a water-shedding material (such as Rain-X) to the outside of all windows, including the mirrors. Make sure your windshield washer system works and is full of an anti-icing fluid. Drain older fluid by running the washers until new fluid appears: Switching fluid colors makes this easy.

3. Run the air-conditioner. In order to remove condensation and frost from the interior of windows, engage your air-conditioner and select the fresh air option: It's fine to set the temperature on "hot." Many cars automatically do this when you choose the defrost setting.

4. Check your lights. Use your headlights so that others will see you and, we hope, not pull out in front of you. Make sure your headlights and taillights are clear of snow. If you have an older car with sand-pitted headlights, get a new set of lenses. To prevent future pitting, cover the new lens with a clear tape like that used to protect the leading edge of helicopter rotor blades and racecar wings. It's available from auto-racing supply sites.

5. Give yourself a brake. Learn how to get maximum efficiency from your brakes before an emergency. It's easy to properly use antilock brakes: Stomp, stay and steer. Stomp on the pedal as if you were trying to snap it off. Stay hard on the pedal. Steer around the obstacle. (A warning: A little bit of steering goes a very long way in an emergency. See Tip 8.) If you drive on icy roads or roads that are covered with snow, modify your ABS technique: After you "Stomp" and the ABS begins cycling — you will feel pulses in the pedal or hear the system working — ease up slightly on the pedal until the pulsing happens only once a second.

For vehicles without ABS, you'll have to rely on the old-fashioned system: You. For non-ABS on a mixed-surface road, push the brake pedal hard until the wheels stop rolling, then immediately release the brake enough to allow the wheels to begin turning again. Repeat this sequence rapidly. This is not the same as "pumping the brake." Your goal is to have the tires producing maximum grip regardless of whether the surface is snow, ice or damp pavement.

6. Watch carefully for "black ice." If the road looks slick, it probably is. This is especially true with one of winter's worst hazards: "black ice." Also called "glare ice," this is nearly transparent ice that often looks like a harmless puddle or is overlooked entirely. Test the traction with a smooth brake application or slight turn of the wheel.

7. Remember the tough spots. Race drivers must memorize the nuances of every track, so they can alter their path for changing track conditions. You must remember where icy roads tend to occur. Bridges and intersections are common places. Also: wherever water runs across the road.

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8. Too much steering is bad. If a slick section in a turn causes your front tires to lose grip, the common — but incorrect — reaction is to continue turning the steering wheel. That's like writing checks on an overdrawn account: It won't improve the situation and may make things worse. If the icy conditions end and the front tires regain grip, your car will dart whichever way the wheels are pointed. That may be into oncoming traffic or a telephone pole. Something very similar happens if you steer too much while braking with ABS. Sadly, there are situations where nothing will prevent a crash, but turning the steering too much never helps.

9. Avoid rear-tire slides. First, choose a car with electronic stability control. Fortunately, ESC will be mandatory on all 2012 and newer models. Next, make sure your rear tires have at least as much tread as your front tires. Finally, if you buy winter tires, get four.

10. Technology offers no miracles. All-wheel drive and electronic stability control can get you into trouble by offering a false sense of security. AWD can only help a vehicle accelerate or keep moving: It can't help you go around a snow-covered turn, much less stop at an icy intersection. ESC can prevent a spinout, but it can't clear ice from the roads or give your tires more traction. Don't let these lull you into overestimating the available traction.