



ASSP NORTHEAST FLORIDA CHAPTER NEWSLETTER – MARCH 2019

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Drivers are more distracted around emergency vehicles, endangering first responders: NSC

Sixteen percent of respondents said that they have either struck or almost struck a first responder or emergency vehicle stopped on or near the road. Despite these responses, 89 percent of drivers said they believe distracted drivers are a major source of risk to first responders.

According to a survey [recently released](#) by the National Safety Council and the Emergency Responder Safety Institute, 71 percent of U.S. drivers take photos or videos when they see an emergency vehicle, whether it's making a routine traffic stop or responding to a fire or crash.

The Council released the survey results in observance of [Distracted Driving](#)

[Awareness Month](#). Survey funding was provided to the Cumberland Valley Volunteer Firemen's Association through the FEMA Fire Prevention and Firefighter Safety Grant Program. The survey results highlight the behaviors of the driving public related to the safety of first responders.

Of those surveyed, a full 60 percent said that when they see an emergency vehicle, they post about it to social media, and 66 percent send an email about it, all while behind the wheel. Even under normal driving conditions, 24 percent of drivers surveyed said they take photos or video while driving; 29 percent said they use social media; and 24 percent said they send email.

More than 1 in 10 respondents, or 16 percent, said they have either struck or almost struck a first responder or emergency vehicle stopped on or near the road. A full 89 percent of drivers said they believe



distracted drivers are a major source of risk to first responders.

“The cruel irony is, we are putting the people who are trying to improve safety in very unsafe situations,” [said](#) Nick Smith, interim president and CEO of NSC. “Our emergency responders deserve the highest levels of protection as they grapple with situations that are not only tactically difficult but also emotionally taxing. Save your communications for off the road; disconnect and just drive.”

Thousands of people die each year in crashes involving distracted driving, though the Council’s investigations show that these crashes are significantly underreported and undercounted. Emergency responders are at particular risk because they exit their vehicles and attend to emergency situations on active roadways.

In 2013, 37 people died in crashes involving fire trucks, police cars, or ambulances, and an additional 17,028

people were injured. Since January of this year, 16 emergency responders have been struck and killed by vehicles. Unfortunately, 40 percent of survey respondents said that the potential for being struck by a vehicle is “just part of the risk” of being a first responder.

“The Emergency Responder Safety Institute was born 21 years ago following the tragedy of two highway incidents that took the lives of first responders who were struck while helping others,” said Greg Yost, President of the Cumberland Valley Volunteer Firemen’s Association, parent organization of the Emergency Responder Safety Institute. “Because of distracted driving, we’ve been focusing our efforts on educating drivers who are often not paying careful enough attention when passing emergency scenes. In 2019, already 16 responders have lost their lives and many others have been injured in

these types of crashes,” he added.

Other important findings from the poll include:

- Nineteen percent of drivers admit that their own inattentive driving has probably put first responders at unnecessary risk.
- Despite being willing to engage in risky behaviors while driving around emergency vehicles, 62 percent say they are “above average” drivers when passing an emergency vehicle with its lights flashing on the side of the road.
- Twenty-four percent do not realize that there are legal requirements for what drivers must do when they see an emergency vehicle on the side of the road.
- Even though 97 percent say they will see an emergency vehicle if it has its flashing lights on, 74 percent would still like responders to wear reflective clothing.



- Eighty percent of drivers say they slow down to get a better look when they see an emergency response vehicle tending to a fire, crash or traffic stop, even though doing so backs up traffic and creates other safety hazards.
- Sixty-seven percent have heard of “Move Over” laws and 73 percent say they move over when they see an emergency vehicle stopped on the side of the road with its lights on – the proper response on nearly all roadways.

The full survey and its methodology can be found [here](#).

OHS Online

Online Edition

April 4, 2019

[OHS Online](#)

Globally, one in five deaths is associated with poor diet

According to the Global Burden of Disease study that tracked trends in consumption of 15 dietary

factors from 1990 to 2017 in 195 countries, people in almost every region of the world could benefit from rebalancing their diets to eat optimal amounts of various foods and nutrients.

The study estimates that one in five deaths globally, the equivalent of 11 million deaths, are associated with poor diet. Additionally, according to the study, poor diet contributes to a range of chronic diseases in people worldwide. In 2017, more deaths were caused by diets with insufficient amounts of foods such as whole grains, fruit, nuts and seeds than by diets with high levels of foods such as trans fats, sugary drinks, and high levels of red and processed meats.

The authors declare that their findings highlight the urgent need for coordinated global efforts to improve diet through collaboration with various sections of the food system and policies that drive balanced diets.

"This study affirms what many have thought for

several years -- that poor diet is responsible for more deaths than any other risk factor in the world," says study author Dr Christopher Murray, Director of the Institute for Health Metrics and Evaluation, University of Washington, USA. "While sodium, sugar, and fat have been the focus of policy debates over the past two decades, our assessment suggests the leading dietary risk factors are high intake of sodium, or low intake of healthy foods, such as whole grains, fruit, nuts and seeds, and vegetables. The paper furthermore highlights the need for comprehensive interventions to promote the production, distribution, and consumption of healthy foods across all nations."

Impact of diet on non-communicable diseases and mortality

The study evaluated the consumption of major foods and nutrients across 195 countries and quantified the impact of poor diets on death and disease from non-



communicable diseases (specifically cancers, cardiovascular diseases, and diabetes). It tracked trends between 1990 and 2017.

Previously, population level assessment of the health effects of suboptimal diet has not been possible because of the complexities of characterizing dietary consumption across different nations. The new study combines and analyses data from epidemiological studies, in the absence of long-term randomized trials which are not always feasible in nutrition, to identify associations between dietary factors and non-communicable diseases.

The study looked at 15 dietary elements - diets low in fruits, vegetables, legumes, whole grains, nuts and seeds, milk, fiber, calcium, seafood omega-3 fatty acids, polyunsaturated fats, and diets high in red meat, processed meat, sugar-sweetened beverages, trans fatty acids, and sodium. The authors note that there were

varying levels of data available for each dietary factor, which increases the statistical uncertainty of these estimates; for example, while data on how many people ate most dietary factors was available for almost all countries (95%), data for the sodium estimates were only available for around one in four countries.

Overall in 2017, an estimated 11 million deaths were attributable to poor diet; this is compared to 8 million in 1990. However, much of the increase could be attributed to population increases and population aging. Diets high in sodium, low in whole grains, and low in fruit together accounted for more than half of all diet-related deaths globally in 2017.

The causes of these deaths included 10 million deaths from cardiovascular disease, 913,000 cancer deaths, and almost 339,000 deaths from type 2 diabetes.

Global trends in consumption

The authors found that intakes of all 15 dietary elements were suboptimal for almost every region of the world; no region ate the optimal amount of all 15 dietary factors, and not one dietary factor was eaten in the right amounts by all 21 regions of the world.

A few regions did manage to eat some dietary elements in the right amounts. For example, intake of vegetables was optimal in central Asia; seafood omega-3 fatty acids intake was optimal in high-income Asia Pacific; and legume intake was optimal in the Caribbean, tropical Latin America, south Asia, western sub-Saharan Africa, and eastern sub-Saharan Africa.

The largest shortfalls in optimal intake were seen for nuts and seeds, milk, whole grains. The largest excesses were seen for sugar sweetened beverages, processed meat, and sodium. On average, the world only ate 12% of the recommended amount of nuts and seeds



(around 3g average intake per day, compared with 21g recommended per day), and drank around ten times the recommended amount of sugar sweetened beverages (a whopping 49g average intake, compared with 3g recommended).

In addition, the global diet included 16 percent of the recommended amount of milk (71g average intake per day, compared with 435g recommended per day); approximately one quarter (23%) of the recommended amount of whole grains (29g average intake per day, compared with 125g recommended per day); nearly double (90% more) the recommended range of processed meat (around 4g average intake per day, compared with 2g recommended per day); and 86% more sodium (around 6g average intake per day, compared with 3g recommended per day).

Regional variations

Regionally, high sodium intake (above 3g per day) was the leading dietary risk for death and disease in China, Japan, and Thailand. Whereas, low intake of whole grains (below 125g per day) was the leading dietary risk factor for death and disease in the USA, India, Brazil, Pakistan, Nigeria, Russia, Egypt, Germany, Iran, and Turkey. In Bangladesh, low intake of fruits (below 250g per day) was the leading dietary risk; and, in Mexico, low intake of nuts and seeds (below 21g per day) ranked first.

High consumption of red meat (above 23g per day), processed meat (above 2g per day), trans fat (above 0.5% total daily energy), and sugar-sweetened beverages (above 3g per day) were towards the bottom in ranking of dietary risks for death and disease for highly-populated countries.

In 2017, there was a ten-fold difference between the country with the highest rate of diet-related deaths,

Uzbekistan and the country with the lowest, Israel. The countries with the lowest rates of diet-related deaths were Israel (89 deaths per 100,000 people), France, Spain, Japan, and Andorra. The UK ranked 23rd (127 deaths per 100,000) above Ireland (24th) and Sweden (25th), and the United States ranked 43rd (171 deaths per 100,000) after Rwanda and Nigeria (41st and 42nd), China ranked 140th (350 deaths per 100,000 people), and India 118th (310 deaths per 100,000 people). The countries with the highest rates of diet-related deaths were Uzbekistan (892 deaths per 100,000 people), Afghanistan, Marshall Islands, Papua New Guinea, and Vanuatu.

The magnitude of diet-related disease highlights the fact that many existing campaigns have not been effective and the authors call for new food system interventions to rebalance diets around the world. Importantly, they note that



changes must be sensitive to the environmental effects of the global food system to avoid adverse effects on climate change, biodiversity loss, land degradation, depleting freshwater, and soil degradation.

In January 2019, *The Lancet* published the EAT-Lancet Commission, which provides the first scientific targets for a healthy diet from a sustainable food production system that operates within planetary boundaries for food. This report used 2016 data from the Global Burden of Disease study to estimate how far the world is from the healthy diet proposed.

The authors note some limitations of the current study, including that while it uses the best available data, there are gaps in nationally representative individual-level data for intake of key foods and nutrients around the world. Therefore, generalizing the results may not be appropriate as most of the studies of diet and disease outcomes are largely based

on populations of European descent, and additional research in other populations is desirable. The strength of epidemiological evidence linking dietary factors and death and disease is mostly from observational studies and is not as strong as the evidence linking other major risk factors, for example, tobacco and high blood pressure, to ill health. However, most of the diet and health associations are supported by short term randomized studies with risk factors for disease as the outcomes.

For sodium, estimates were based on 24-hour urinary sodium measurements, rather than spot urine samples, which was only available for around a quarter of the countries in the study. Accurate estimation of some nutrients, such as fiber, calcium, and polyunsaturated fatty acids, is complex. As a result, the authors call for increased national surveillance and monitoring systems for key dietary risk

factors, and for collaborative efforts to collect and harmonize dietary data from cohort studies.

In addition, the authors only looked at food and nutrient intake and did not evaluate whether people were overweight or underweight. Lastly, some deaths could have been attributed to more than one dietary factor, which may have resulted in an overestimation of the burden of diseases attributable to diet.

Writing in a linked comment, Professor Nita G Forouhi, Medical Research Council Epidemiology Unit, University of Cambridge School of Clinical Medicine, UK, says: "Limitations notwithstanding, the current GBD findings provide evidence to shift the focus, as the authors argue, from an emphasis on dietary restriction to promoting healthy food components in a global context. This evidence largely endorses a case for



moving from nutrient-based to food-based guidelines.”

Professor Nita G Forouhi continues: “There are of course considerable challenges in shifting populations' diets in this direction, illustrated by the cost of fruits and vegetables being disproportionately prohibitive: two servings of fruits and three servings of vegetables per day per individual accounted for 52% of household income in low-income countries, 18% in low to middle-income countries, 16% in middle to upper-income countries, and 2% in high-income countries.” “A menu of integrated policy interventions across whole food systems, internationally and within countries, is essential to support the radical shift in diets needed to optimize human, and protect planetary health.”

Science Daily

Online Edition

April 3, 2019

[Science Daily](#)

Worker tripped on sidewalk while going to lunch: Did she get workers' comp?

Sheryl Daniel worked as a seamstress at Bremen-Bowden Investment Co. in Georgia. One day at work, Ms. Daniel left her work station for her regularly scheduled lunch break and planned to drive home. She had parked in a lot owned by the employer. To get to the lot, Ms. Daniel had to walk down a public sidewalk and across the street.

As she walked to her car, Ms. Daniel tripped on the sidewalk and was injured. She sought temporary total disability (TTD) benefits beginning the day after her injury and payment of medical bills.

An administrative law judge concluded that Ms. Daniel was entitled to TTD and medical expense reimbursement under the ingress and egress rule on a scheduled lunch break. Her

employer appealed this decision.

The Georgia Board of Workers' Compensation reversed the ALJ's award, concluding that Ms. Daniel's injury didn't arise out of her employment because it occurred while she was on a regularly scheduled break. A court affirmed the Board's decision. Now the Court of Appeals of Georgia has heard the case.

Under Georgia's workers' comp law, a workplace injury must arise out of and in the course of employment to be compensable.

However, Georgia courts established exceptions:

- for injuries occurring during a regularly scheduled lunch or rest break and at a time an employee is free to do as they choose, and
- where an employee is injured while still on the employer's premises while going to or coming from work (ingress and egress rule).



But in a 2018 case, the Appeals Court ruled the ingress and egress rule doesn't extend to cases in which the employee is injured while leaving and returning to work on a regularly scheduled lunch break.

Since Ms. Daniel's injury occurred while she was leaving her employer's property during her regularly scheduled lunch break, her injury isn't compensable under Georgia's workers' comp law, the Appeals Court ruled.

Safety News Alert

Online Edition

March 22, 2019

[SAFETY NEWS ALERT](#)

OSHA Requests Information on the Powered Industrial Trucks Standard

WASHINGTON, DC – The U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) is requesting information as the Agency considers

rulemaking to update the powered industrial trucks standards for general, maritime, and construction industries. The standards became effective in 1971, and were based on industry consensus standards from 1969. Since then, national consensus standards have been updated several times.

OSHA is requesting information on: the types, age, and usage of powered industrial trucks; maintenance and retrofitting; how to regulate older powered industrial trucks; types of accidents and injuries associated with operating these machines; costs and benefits of retrofitting the machines with safety features; and other components of a safety program. OSHA will use the information received in response to this request to determine what action, if any, it may take to reduce regulatory burdens and create jobs while improving worker safety.

Comments must be submitted on or before June 10, 2019. Comments and materials may be submitted electronically at <http://www.regulations.gov>, the Federal e-Rulemaking Portal, or by facsimile or mail. See the [Federal Register notice](#) for submission details.

Powered industrial trucks include forklifts, fork trucks, tractors, platform lift trucks, motorized hand trucks, and other specialized industrial trucks powered by an electrical motor or an internal combustion engine.

Under the Occupational Safety and Health Act of 1970, employers are responsible for providing safe and healthful workplaces for their employees. OSHA's role is to help ensure these conditions for America's working men and women by setting and enforcing standards, and providing training, education and assistance. For more information, visit www.osha.gov.

OSHA Trade Release

March 8, 2019

[OSHA.gov](http://www.osha.gov)



Job Market Links

General Employment Links

[ASSP](#)

[BCSP General Safety Jobs](#)

[BCSP Construction Safety Jobs](#)

[BCSP Industrial Hygiene Jobs](#)

[EHS Careers](#)

- Nominations Chair – Dan Hempsall
- Past President - Dan Hempsall
- Program Chair - Tom Drygas
- Social Chair – Ravyn Tyler
- Social Media Chair - Vernon Adams
- SPY Awards Chair – Open

ASSP Chapter Links

Find us on the web at:

[ASSP NFL](#)

Find us on Facebook at:

[ASSP NFL](#)

Local Chapter

Officers and Chairs

Elected Officers

- President - Steve Brown
- President Elect - Bob Dooley
- Secretary - Steve Wilson
- Treasurer - Yaniv Zagagi
- Delegate - Dave Bedsole

Appointed Chairs

- Membership Chair - Eric Gray
- Newsletter Chair – Bob Dooley

Local Chapter Information

The North Florida Chapter of the American Society of Safety Professionals, formerly the American Society of Safety Engineers, was chartered in 1952 and currently has more than 165 members.

Professional meetings are held nine times per year in the Jacksonville area.

Meeting notices are distributed and RSVP's are returned by email. If you are a member of ASSP and are not receiving notices by email, please email the [Chapter Secretary](#).

Help Wanted –

We Need

Leadership

Volunteers

Local Chapter elections are coming soon, and volunteers are needed to support the various functions of the chapter. If you are interested and able to devote time to the local chapter, please contact [Dan Hempsall](#) (Nominations Chair) or [Steve Brown](#) (President) for details. We believe that you will enjoy the experience and comradery and we most-certainly appreciate your help.

Local Chapter

Meeting Schedule

- **Date:** April 26, 2019
Topic: Annual Worker's Memorial
Time: 10:00 a.m. to noon
Location: Northeast Florida Safety Council
1725 Art Museum Drive
Building B, Classroom D
Jacksonville, FL 32207



[Worker's Memorial Flyer](#)

- **Date:** May 15, 2019
Topic - Construction Safety

Additional details to be announced as meeting dates become closer.

To attend any meeting, please RSVP to the [Chapter Secretary](#).

Or, you may sign up online at [ASSP Northeast FL Chapter](#)

Meeting Cost:

\$15 for Members

\$20 for Non-members

PayPal is available on the website for an added convenience fee of .50 for members and \$1 for non-members.

ASSP Member is Published in *Professional Safety* magazine

We are very proud to announce that North Florida Chapter professional member Richard Powell authored a best practices article entitled "Be Like A Hornet Pilot." It is published in the April 2019 issue of *Professional Safety* and can be viewed at [ASSP](#).

Richard "Smokey" Powell, CSP, CHST, CMCI, ATP, CFII, MEI, was a safety specialist at WG Yates and Sons Construction for more than 13 years. Prior to this, he worked as an airline transport pilot and airline captain. He has previously served as a chief flight instructor for ATP and ME, a qualified advanced jet flight instructor with the U.S. Naval Air training command, and an A-7 replacement pilot instructor and air-to-air

combat and weapons tactical instructor with Light Attack Wing One. Mr. Powell is a qualified MSHA instructor and an OSHA general industry and construction OSHA Training Institute instructor.