

## ***SAFETY & TECHNOLOGY ORGANIZER***

### **JULY 2012**

#### ***ENCLOSED***

---

***Safety Topic: “Do you know your pickup truck bed support capacity?”***

*Please contact GAWDA's OSHA and EPA Consultant, Mike Dodd for more information.*

***Traffic Bulletin: “Compliance, Safety, Accountability (CSA) Initiative”***

*Please contact GAWDA's DOT and Security Consultant, Mike Dodd for more information.*

***Medical Gas Bulletin: FAQs, Medical Gas Roundtables, and Micro-audit***

*Please contact GAWDA Medical Gas Consultant, Tom Badstubner for more information.*

---

*GAWDA is pleased to distribute this information to: Distributor and Supplier Key Contacts and all Compliance Manual Owners. Please carefully review this mailing and be sure the information is passed to the appropriate person within your organization. Timely Safety data is a benefit of Membership in GAWDA*



**Safety Meetings are important!**

They: get your employees actively involved  
encourage safety awareness  
help identify problems before they become accidents  
motivate employees to follow proper safety procedures

**We are happy to provide you with a monthly topic for your agenda.**

**ROUTE TO:**

- ☐ General Manager
- ☐ Safety Coordinator
- ☐ Supervisor Dept. \_\_\_\_\_
- ☐ Other \_\_\_\_\_
- ☐ Date of Meeting \_\_\_\_\_

## Do you know your pickup truck bed support capacity?

The following incident was shared with the Safety Committee and hopefully you will take a look any pickup trucks that you might be using to delivery cylinders or heavy objects like welders and pallets of wire.

**What Happened**

A Ford F-350 pickup truck was loaded with greater than 30 empty cylinders was involved in an unpreventable head on collision. The driver and passenger of the F-350 sustained injures due to the bed collapse of the truck into the cab. The driver sustained 2 broken fingers and the passenger sustained a broken vertebra, which resulted in a lost work day case.

**Investigation Revealed**

- Pickup truck was used to transport cylinders because the normal route truck was inoperable.
- The pickup truck was not overloaded based on vehicle capacity.
- Employees sustained injuries due to truck bed collapsing into cab of truck from the force of the load in the truck bed exceeding the truck bed's force rating.
- Employees and Managers did not understand difference between vehicle capacity and bed rail capacity.
- The investigation identified the vehicle was not designed to transport cylinders.
- The vehicle did not have the proper cylinder racking to support the cylinders in the event of a collision.

**Actions Taken**

- Company communicated the accident investigation throughout organization.
- Company limited cylinders transported on Hot Shot/Pick Up/ Service vehicles to a maximum of 440 lbs (200 kg), until vehicle specification and bed design is approved to transport cylinders.
- Company required submission to fleet manager of current vehicle specifications and photos for review and approval in order to transport cylinders on Hot Shot/Pick Up/Service vehicles.
- Any vehicle transporting cylinders shall be equipped with cylinder bed insert to properly secure cylinders with minimum of two securement straps meeting company standards.





Pickup truck loaded prior to accident



Pickup truck after accident



If there are any questions regarding this Bulletin, please ask. If you have any incidents that you want to share, please send them to me. Your company name and information will not be shared.

Michael Dodd  
GAWDA DOT, Security, OSHA, and EPA Consultant  
MLD Safety Associates, LLC  
P.O. Box 93  
Poplar Bluff, MO 63902  
(573) 718-2887  
Email: [MLDSafety@hotmail.com](mailto:MLDSafety@hotmail.com)





# TRAFFIC BULLETIN

**July 2012**

## **Compliance, Safety, Accountability (CSA) Initiative**

### **What is the CSA?**

The Federal Motor Carrier Safety Administration (FMCSA) has developed a new Operational Model through its Compliance, Safety, Accountability (CSA) Initiative. The CSA is a Federal Motor Carrier Safety Administration (FMCSA) program to improve large truck and bus safety and ultimately reduce commercial motor vehicle (CMV)-related crashes, injuries and fatalities. It introduces a new enforcement and compliance model that allows FMCSA and its State partners to contact a larger number of carriers earlier in order to address safety problems before crashes occur. The program will have a new nationwide system for making the roads safer for motor carriers and the public alike with an ultimate goal of achieving a greater reduction in large truck and bus crashes, injuries, and fatalities.

CSA replaces SafeStat with a new program that measures the previous two years of roadside violations and crash data. With CSA, every inspection counts, not just out-of-service violations, and both driver and carrier safety performance are monitored.

### **Why is CSA Needed?**

FMCSA's current compliance review (CR) program is resource-intensive and reaches only a small percentage of motor carriers, making it increasingly difficult to continue to improve motor carrier safety using existing tools.

On-site CRs to determine a motor carrier's safety fitness require an average of three to four days to complete. At present staffing levels, FMCSA can perform CRs on only a small number of the 700,000 active interstate motor carriers.

SafeStat was FMCSA's system for measuring safety performance. Despite its effectiveness SafeStat groups safety problems together to identify carriers for a one-size-fits-all CR. It also does not focus on the behaviors known to cause crashes.

### **How does CSA Work?**

CSA re-engineers the existing enforcement and compliance business process to provide a better view into how well large commercial motor vehicle (CMV) carriers and drivers are complying with safety rules, and to intervene earlier with those who are not.







# TRAFFIC BULLETIN

This new CSA operational model has three major components:

- **Measurement** – The Safety Measurement System (SMS) measures safety performance in new ways, using inspection and crash results to identify carriers whose behaviors could reasonably lead to crashes.
  - Check your SMS score at this website:  
<http://ai.fmcsa.dot.gov/SMS/Default.aspx>
  - You will need a DOT personal identification number (PIN) to access the cargo and crash sections of SMS.
- **Evaluation** - CSA helps FMCSA and its State partners to correct high risk behavior by contacting more carriers and drivers, with interventions tailored to their specific safety problem, as well as a new safety fitness determination methodology.
- **Intervention** - CSA covers the full spectrum of safety issues – from how data is collected, evaluated, and shared to how enforcement officials can intervene most effectively and efficiently to improve safety on our roads.

## CSA Intervention

FMCSA and State partners will use measurement results to identify carriers for CSA interventions. These interventions will offer an expanded suite of tools ranging from warning letters to comprehensive on-site investigations that supplement the labor-intensive compliance review to better address the specific safety problems identified.

CSA investigators will be equipped to systematically evaluate why safety problems are occurring, to recommend remedies, to encourage corrective action(s), and, where corrective action is inadequate, to invoke strong penalties. Interventions will provide carriers with the information necessary to understand their safety problems and to change unsafe behavior early on. Interventions under CSA can be broken into 3 basic categories, which are described in detail below: early contact, investigation, and follow-on.

## Early Contact

**Warning Letter** - Correspondence sent to a carrier's place of business that specifically identifies a deficient BASIC(s) and outlines possible consequences of continued safety problems. The warning letter provides instructions for accessing carrier safety data and measurement as well as a point of contact.

**Carrier Access to Safety Data and Measurement** - Carriers have access to their measurement results (BASICs scores), as well as the inspection reports and violations that went into those results. With this information, carriers can chart a course of self-improvement. Carriers can also monitor this data for accuracy and challenge it as necessary through FMCSA's DataQs system: <https://dataqs.fmcsa.dot.gov/login.asp>





# TRAFFIC BULLETIN

**Targeted Roadside Inspection** - CSA provides roadside inspectors with data that identifies a carrier's specific safety problems, by BASIC, based on the new measurement system. Targeted roadside inspections occur at permanent and temporary roadside inspection locations where connectivity to the SMS information is available. As Commercial Vehicle Information Systems and Networks (CVISN) technologies evolve they will be incorporated into the roadside inspections.

## Investigation

**Off-site Investigation** - A carrier is required to submit documents to FMCSA or a State partner. These documents are used to evaluate the safety problems identified through the SMS and to determine their root causes. Types of documents requested may include third party documents such as toll receipts, border crossing records, or drug testing records. The goal is to identify issues responsible for poor safety performance. If the carrier does not submit requested documents they may be subject to an on-site investigation or to subpoena records (see below).

**On-site Focused Investigation** - The purpose of this intervention is to evaluate the safety problems identified through the SMS and their root causes. An on-site focused investigation may be selected when deficiencies in two or less BASICs exist. "Focused" on-site investigations target specific problem areas (for example, maintenance records), while "comprehensive" on-site investigations address all aspects of the carrier's operation.

**On-site Comprehensive Investigation** - This intervention is similar to a CR and takes place at the carrier's place of business. It is used when the carrier exhibits broad and complex safety problems through continually deficient BASICs, worsening multiple BASICs (three or more), or a fatal crash or complaint.

## Follow-on

**Cooperative Safety Plan (CSP)** - Implemented by the carrier, this safety improvement plan is voluntary. The carrier and FMCSA collaboratively create a plan, based on a standard template, to address the underlying problems resulting from the carrier's substandard safety performance.

**Notice of Violation (NOV)** - The NOV is a formal notice of safety deficiencies that requires a response from the carrier. It is used when the regulatory violations discovered are severe enough to warrant formal action but not a civil penalty (fine). It is also used in cases where the violation is immediately correctable and the level of, or desire for, cooperation is high. To avoid further intervention, including fines, the carrier must provide evidence of corrective action or initiate a successful challenge to the violation.





# TRAFFIC BULLETIN

**Notice of Claim (NOC)** - An NOC is issued in cases where the regulatory violations are severe enough to warrant assessment and issuance of civil penalties.

**Settlement Agreement** - A Settlement Agreement is a contract negotiated with the carrier to enact remedies that address the root cause of a safety problem, defer or reduce penalties, or terminate enforcement proceedings.

CSA mandates proactive and progressive interventions for carriers and drivers that have been identified with safety deficiencies. CSA interventions are unique tools designed to communicate, investigate, and correct carrier safety performance problems before crashes occur. The interventions increase in severity and degree of interaction based on the risk posed by the carrier. FMCSA and its state partners will use CSA interventions to maintain a strong enforcement presence by more effectively targeting motor carrier safety deficiencies soon after those problems are identified.

If there are any questions regarding this Bulletin, please ask.

Michael Dodd  
GAWDA DOT, Security, OSHA & EPA Consultant  
P.O. Box 93  
Poplar Bluff, MO 63902  
(573) 718-2887  
Email: [MLDSafety@hotmail.com](mailto:MLDSafety@hotmail.com)







# MEDICAL GAS BULLETIN

7/01/2012

## Frequently Asked Questions

Q – We do not fill any cylinders or containers of medical gas. But we do distribute the cylinders we get from our supplier. Do we need to register with the FDA?

A - No, you do not need to register with the FDA. Only manufacturers or relabelers are required to register. However, most states require you to have a license to distribute drugs (like medical gases). These licenses are often obtained from the Board of Pharmacy or Board of Health.

## July Medical Gas Roundtable (07/01/2012) – CGMP - Subpart F – Production and Process Controls

**Note --- this training is scheduled in the second week of the month due to the Independence Day holiday.**

These GAWDA Medical Gas roundtables are excellent sources of CGMP training and the latest industry compliance news. In June we covered how to survive an FDA audit.

In July, we will cover Subpart F – Production and Process Controls --- SOPs, filling cylinders, equipment identification, reprocessing, etc.

For your information, we are also conducting the following webinars in June:

- **Medical Device Gases** - QSR Subparts K, L & M - Handling, Storage, Distribution, Installation, Packaging and Labeling Control, Records
- **Specialty Gas** - Making Highly Reliable Gravimetric Mixtures

These and other webinars are available as a streaming recording at a time convenient to you. If you are unable to view the webinar live, just let us know and we will send you the link to the recording. If you would like to receive invitations to the training webinars, just send an email to [juliet@asteriskllc.com](mailto:juliet@asteriskllc.com).

## Micro-audit

This section of the Medical Gas Bulletin lists small steps you can take each month to improve your medical gas management system. These steps are not designed to be a full audit, but rather small steps to sample your compliance.

For this month, simply do these items:

1. **Authorized Procedures** – Verify that your SOPs have been authorized in writing by your Quality Control Unit.
2. **Following SOPs** – Be sure that your cylinder filling personnel are strictly following the authorized procedures. This is easily accomplished by taking a copy of the cylinder fill procedure to the manifold and watching the operator fill the cylinders.

Tom Badstubner

GAWDA Medical Gas Consultant

Telephone: 508-883-0927

Fax: 508-883-3558

Email: [tom@asteriskllc.com](mailto:tom@asteriskllc.com)

