

safetyLOG

THE MICHIGAN ASSOCIATION OF TIMBERMEN SELF-INSURERS' FUND

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First Aid/ CPR Training Available Throughout Michigan

By: Barb Bennett

One of the most frequently cited infractions found especially on logging jobs is the need for updated first aid and CPR training. Most employees have had the training in the past, but it has expired, and the employees need updated training. Finding this training can be difficult.

MATSIF is working on putting together a program that would allow us to offer the first aid/CPR training throughout the entire state of Michigan. The actual training session (American Red Cross) would be approximately five hours long and the cost per person is \$85.

There is no limitation on the class size. Typical class size would be 10-12. However, if a larger class is necessary, that's okay too. More than one instructor would be available to do the training.

Currently we are thinking of putting a class on in the Gaylord, Cadillac, and Escanaba or Marquette area, but are open to other locations as well. The most logical time to put the classes on would be during spring break-up, but classes can be arranged any time.

If you are interested in participating in a class and know of other companies that might want to be included in a training session, please call the office and let us know the number of participants and a desired location. MATSIF will be responsible for working out all of the other details such as finding a suitable facility for the training, times, etc. Prepayment for the class is required. For more information or if you have any questions, please call the MATSIF office.

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WELCOME NEW MATSIF MEMBERS

*BRAEGER FOREST PRODUCTS,
Manistique*

*LaLONDE TRUCKING OF
MANISTIQUE, INC., Manistique*

GRIGG BOX, LLC., Detroit

Be Aware of Winter Hazards—Logging

By: *Rick Dessellier*

The twenty-four inch hard maple standing in the woods looked like all the others on the sale. It was a nice straight tree; it appeared to have four clear sticks in it. After that, the tree had a large crown that seemed to intertwine with the other trees. The ground was rolling so the tree had a definite lean to it. There was plenty of room to fell the tree without damage to the residual stand. After taking in the additional information on what I needed to do to complete my felling, I took some extra precautions as I studied the tree top a little longer. I decided on a clear accurate felling direction and my escape path if something should go wrong. This time though, I walked my path out even farther than what would have been an adequate distance just to be safe from the falling tree. The extra time I spent, which probably was only seconds in real time, proved to be beneficial to my wellbeing. I finished my saw cut and engaged my saw brake then headed down my escape path with the tree falling in the designated direction. A large limb broke off and fell directly onto my escape path. Had I not walked it out further for added security, there may have been a different outcome.

What made me take the extra time that day was assessing the conditions from the day and evening before. With the first winter storm blown in from the southeast, it first started with rain then it changed into wet heavy snow. Then the combination of high winds and a blanket of six inches of snow made it a leery situation. I was also cautious about the angle that the limb was bent at, as it drooped and was visibly laying on other limbs. I was completely unaware that the heavy snow had masked the rotten spot on the tree.

This same scenario replays itself every year. In fact, as the first of winter snow breaks off the weak or rotten limbs, I start to feel extra cautious. Dead or hanging limbs should be considered very dangerous and removal of them should be automatic especially around decking or parking areas of company vehicles. I have seen and have firsthand knowledge of damage to vehicles or injuries to employees because of neglecting to remove them.

Other hazards come to mind as we make the transition into this winter weather period, especially slips and falls. Combinations of rain, warm weather and occasional cold snow makes it ideal for accidents to happen. Preventive measures need to be put into place to ward off serious injuries. A few tips come to mind. Making sure you have adequate footwear for outdoor conditions is one of the first things you need to do. Inspect your work boots as your grips should be without worn areas or cracks. Make sure your laces are not worn or frail.

Another tip would be to work at a reasonable pace and don't cut corners or work faster than conditions allow. Accidents are more likely to happen when you rush yourself and don't take the time to put safety first. Allow yourself extra time to get from point A to point B and pay attention to your surroundings as you move about your work areas.

These are just a few of the winter hazards you should be aware of; there are, of course, many others. Please pay particular attention to your work environment and work safely.

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Challenges Of The Winter Season—Plants & Mills

By: Brian LeBoeuf

We are in the full swing of winter as I write this article. Each winter employers and MATSIF are faced with the challenges of the changing weather. The last few years the weather has changed in both directions during winter. The addition of more winter rain and the thawing and freezing cycles makes a dangerous season even more dangerous.

In this issue I am going to focus more on the issues facing the sawmills and secondary production facilities. When we speak about a harsh winter, we tend to discuss the logging aspects of weather challenges. However, production facilities face their own winter dangers.

The weather changes our walking surfaces. My members probably are tired of me saying “Slips, Trips and Falls are the largest source of injuries at MATSIF.” I forever bring up this point because it is true. The most dangerous part of the day for employees is moving around the plant or jobsite. Few injuries happen during normal production, it’s when there is a break-down or when the person is traveling in the workspace. I am not just speaking about ice. Ice and snow are slippery and injuries occur because of precipitation. The changing weather can also create moisture on concrete and metal surfaces. This can happen as temperatures rise or fall. There may be no rain or snow on the surface, but condensation creates a very slippery surface. The worst part is people are less aware, because it is less obvious to the eye.

How do we stop slips, trips and falls? First, there needs to be high awareness. Remind employees and fellow workers that surfaces are slippery. This is a good time to check footwear, make sure boots are in good condition with good

traction. As an employer, you can insist employees wear good footwear. If you see employees slipping or wearing footwear that is not winter appropriate, please require them to get and wear boots or shoes with proper traction. As employees, we need to recognize that we cannot work or move as fast in the winter. Slow down and take time to inspect work areas and walk slowly in slippery areas.

Another way to prevent slip, trips and falls is to take care of snow and ice fall as soon as possible. Compacted snow becomes more slippery as it is walked on. Snow should be removed from walking areas regularly. Do not let it become compacted and turn to ice. Employers need to supply salt or ice melt to use in exterior work areas where ice can occur. The small investment in salt can pay big in saving an injury.

Colder temperatures are a winter concern as well. Employees that work outside for long periods are subject to frostbite and hypothermia. If employees are working outside such as piling from a chain, make sure they have a warm place to go at break. During very cold days, production may need to be slowed. That way employees can rotate for more frequent breaks from the cold. Employees should also have proper clothes and gloves for the job. Keeping skin covered will not only keep in body heat but will keep the wind from causing frostbite.

Winters can produce high quality lumber, but we must do it safely. All the gains from the lumber produced can be wiped away quickly with a severe injury. As employers, you have a duty to take care of your employees. With a little care and precaution, you can be both productive and safe.

Think Safety 2019 \$500 Grand Prize Winners

Tom Durocher	Durocher Logging, LLC	Billy Elsholz	Bisballe Forest Products, Inc..
Earl Clifton	Giguere Logging, Inc.	Tammy Gould	K & J Forest Products, LLC.
Hannah Leckson	Mike Leckson & Son Trucking, Inc.	Corey Kroesing	Midwest Tractor & Equipment Co, Inc.
Randy Slock	Lumber Jack Hardwoods, Inc.	James Bailey	Shawn Muma Logging, Inc.
Brad Kruger	Steiger’s Timber Operations, Inc.	Jake Root	Rothig Forest Products, Inc.
Rob Sarns	Beacom Enterprises, Inc.	Matt Groat	All Size Pallets, LLC.
Jeff Small	Fairview Woodyard, LLC	Luis Garcia	Central Michigan Hardwoods, Inc.
Robert Eiseman	Mannisto Forest Products, Inc.	Jose Sanchez	Doltek Enterprises, Inc. dba WD&D
Preston Flack	Paris North Hardwoods Lumber Co, Inc. dba Silver Leaf Sawmill		Versatile Wood Solutions
Alexandra Lakosky	Zellar Excavating & Sons, Inc.	Vern Keson	Faulkner Fabricators, Inc.
		Antonio Dye	Grigg Box, LLC.

Eliminate Distractions Because YOU Want To

By: Ken Smylie

It seems whenever I do driver safety training, especially with those who have CDL's, everyone wants to know the law when it comes to cell phone usage. While there's no doubt we want to be law abiding citizens and drivers, I always emphasize going above and beyond. It's the same thing when people ask me about MIOSHA regulations. I will do my best to explain the regulation, but I again stress going further than just being "in compliance".

So, when it comes to distracted driving, I'll tell our drivers the same thing I tell my teenager: Do everything you can to minimize ALL distractions when driving, but because everyone wants to know the law, let's go ahead and cover that first.

In December 2012, the Federal Motor Carrier Safety Administration amended 49 CFR 392.82 to prohibit a driver from using a hand-held mobile telephone while driving a commercial motor vehicle (CMV). Michigan adopted 49 CFR 392.82 pursuant to MCL 480.11a. The ban went into effect on January 3, 2012.

This FMCSA rule restricts a CMV driver from holding a mobile device to make a call or dialing by pressing more than a single button. The use of a hand-held mobile telephone means:

- Using at least one hand to hold a mobile phone to make a call;
- Dialing a mobile phone by pressing more than a single button; or
- Reaching for a mobile phone in a manner that requires a driver to maneuver so that he or she is no longer in a seated driving position, restrained by a seat belt.

And just to clarify, a CMV is defined as; Any self-propelled or towed motor vehicle used on a highway in interstate or intrastate commerce to transport passengers or property when the vehicle has a gross vehicle weight rating or gross combination weight rating, gross vehicle weight or gross combination weight of 10,001 pounds or more, whichever is greater.

This definition would include semi-trucks and trailers, box trucks, businesses that have trucks with trailers and tow trucks. These are just examples and the definition includes other types of commercial vehicles. The bottom line pretty much is this; if your vehicle requires a Department of Transportation (DOT) number, then you drive a commercial vehicle.

Further, the rule defines "driving" as meaning operating a CMV on a highway, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays.

There's the law in black and white, stated as simply as can be. So, if we follow this law, we are in compliance and should consider ourselves safe and good to go. Hogwash! Many of us think hands-free devices remove a lot of the distractions that hand-held cell phones cause, but that's simply not what studies or scientific facts show. All in all, there are no increased safety benefits by using hands-free cell phones or mobile devices while driving. According to the National Safety Council, drivers talking on a handheld or **hands-free** cell phone are four times as likely to be involved in a car crash.

Simply put, hands-free devices do not eliminate the danger of cell phone use while driving.

The infographic on the next page was issued by the National Safety Council. Given these stated facts on the dangers of hands-free devices, it is obvious you are NOT safe by clearly following the letter of the law and being in "compliance."

When it comes to safety, always try to go beyond laws, rules and regulations. In trying to be safe out there on the roads, let's look in the mirror and try to recognize our weaknesses. If you are a driver who is on the phone the second the engine turns over, you have an opportunity to vastly improve. Now, let's get down to Distracted Driving.

Distracted driving goes beyond cell phone usage. It includes reaching or searching for items in the vehicle, adjusting the radio, eating and drinking, grooming, and GPS units. So, let's talk briefly on each of these.

If you know you are going to need items while driving, place them in close proximity and secure them to make sure they don't fall or move while driving. Never reach for anything that requires over exertion or straining where your body is not sitting in an upright position in the driver's seat. Easy method to determine reaching is if you move and more seat-belt extends from the shoulder retractor. If you are driving and want to listen to Queen or Journey's Greatest Hits, but the CD is on the passenger floor board, you are going to have to wait until you stop before you get to hear Freddie Mercury or Steve Perry belt out your favorite songs.

When it comes to adjusting the radio, eating or drinking, I'm not saying you cannot do this but common sense prevails here. First, I am telling you not to eat a Whopper or Big Mac

Eliminate Distractions Because YOU Want To (CONT'D)

By: Ken Smylie

The Great Multitasking Lie

DEBUNKING THE MYTHS OF CELL PHONE DISTRACTED DRIVING

Myth vs. Reality

Myth #3 Hands-free devices eliminate the danger of cell phone use during driving.

Reality Whether handheld or hands-free, cell phone conversations while driving are risky because the distraction to the brain remains.

Activity in the parietal lobe, the area of the brain that processes movement of visual images and is important for safe driving, decreases by as much as **37%** when listening to language, according to a study by Carnegie Mellon University.

Driving alone vs. Driving with sentence listening

Drivers talking on cell phones can miss seeing up to 50% of their driving environments, including pedestrians and red lights. They look but they don't see. This phenomenon is also known as "inattention blindness."

locations before you head out. Why doesn't this usually get done? Time! Because we wait until the last second to leave or we are running behind and late so we end up trying to input the addresses or locations into our GPS units or phones while on the fly. I would argue that inputting information into a GPS is probably more dangerous than using the phone. It is clearly on the same level as texting and driving.

And now, finally, distracted driving from the use of cell phones, going beyond compliance. While we just noted some distractions that divert attention, the use of cell phones is by far the most dangerous because they require visual, audio and cognitive attention and often some type of manual attention as well. Unlike the previous noted distractions above, cell phones are more interactive and require greater time commitment and continual attention, response and manipulation to obtain a desired result. Studies show cell phones extend eyes off the road distractions from four (4) seconds to an average of almost seven (7) seconds.

or any other food that requires two hands while you steer with your thighs. When it comes to drinking or adjusting the radio or other vehicle controls, simple rule is pick your moment. Do not look away from the road to get your coffee or switch radio stations when you are on a two-lane highway with oncoming traffic in sight. In car distractions that do not involve mobile devices, taking our eyes off the forward roadway for an average of four (4) seconds and traveling at 60 miles per hour, means we are traveling at 88 feet per second. So in those four (4)seconds we have traveled 352'.....that's further than a football field without looking where we are going. So the next time you are grabbing that coffee, turning on the heater button, or adjusting the radio, make sure there's no oncoming traffic, crosswalks, traffic lights or stop signs, curves, parked cars, or any other situation that requires your immediate attention and eyes on the road.

Next is grooming. Really, do I need to write about this? DON'T DO IT! And ladies, please listen to me before you stick a mascara brush through your eyeball.

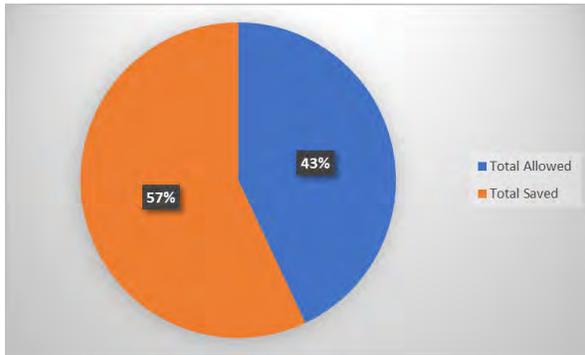
When it comes to GPS units, here's the golden rule here: Please pre-set your destinations before the wheels roll. If you are going to three locations during your trip, input all three

So if we go back to our discussion on traveling more than a football field for a distraction not involving a cell phone; we have to realize the average distraction using a cell phone has us traveling 616' which is more than 1/10th of a mile, without looking ahead. That's flat out scary.

And what's really bad is we know it and we still do it. In the 35 years I've been involved in safety, there's one sad fact I've learned; for most people it takes a catastrophic event for us to change our safety behaviors. Please don't let that be the case with distracted driving and cell phones. Make the change BEFORE something bad occurs. That's called being proactive. So, it all starts with realizing we can in fact survive without using a cell phone in our vehicle. Have the mentality that it can wait and put those cell phones away when we climb into the driver's seat. When we do, it greatly increases our chances of safely returning home to our loved ones, families, and pets. Eliminate the distractions because you want to, not because some regulation or agency tells you. Make the change now and don't wait until it's too late!

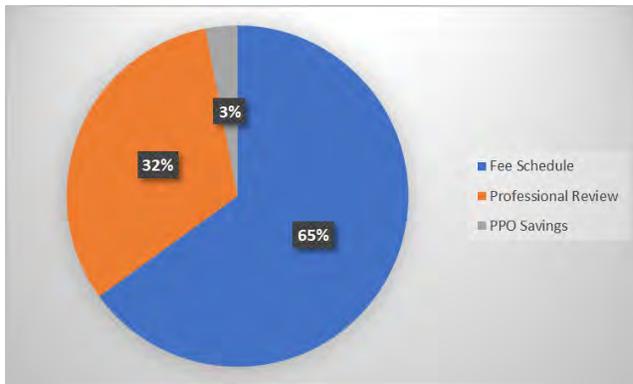


MATSIF Medical Cost Containment Third Quarter 2019



Total Billed	\$598,730.40
Total Allowed	\$256,150.21
Total Saved	\$342,580.19

MATSIF Savings Breakdown Report Third Quarter 2019



Fee Schedule	\$222,197.85
PPO Savings	\$9,815.26
Professional Review	\$110,567.08

Think Safety Second Chance 4th Quarter \$100 Winners

Frank Bakewell	Collins Brothers Sawmill, Inc.	Jason Hiser	Welch Land & Timber, Inc.
Teaha Felter	Component Solutions, LLC.	Kevlin Santos	Central Michigan Hardwoods, Inc.
Cody Kleiman	Kleiman Forest Products, Inc.	Zenaido Martinez	Central Michigan Hardwoods, Inc.
Kim Kruger	Steiger Timber Operations, Inc.	Jose Quijano	Faulkner Fabricators, Inc.
Carol Tusa	Turo Land & Timber, Inc.	Pat Gillett	D.T. Fowler Mfg. Co, Inc.
Dale Kulppi	Turpeinen Brothers, Inc.	Eric Baker	L L Johnson Lumber Mfg.
Jamie Caliguri	Howard Wood Forest Pro LLC	Lauren Staudacher	Maple Rapids Lumber Mill, Inc.
Jesse Cushaway	Fahl Forest Products, Inc.	Shawn Pauley	Quality Hardwoods, Inc.
Sam Seymour	Firman Irrigation & Landscape Lighting, LLC	Jose Ramirez	Faulkner Fabricators, Inc.
David Roe	Maples Sawmill, Inc. Db Maple Hardwoods	Mark Maeder	Maeder Logging, Inc.
Kevin Tucker	Northland Harvesting, Inc.	Caleb Zikafoose	Michigan Pallet, Inc.
Duane Novotny	E.H. Tulgestka & Sons, Inc.	Santos Cruz	Michigan Pallet, Inc.
Eric Haske	U.P. Forest Management, Inc.	Alicia Pratt	Nevill Supply, Inc.
		Shawn Karrar	Quality Hardwoods, Inc.
		Steve Ronau	Rothig Forest Products, Inc.

MATSIF, MIOSHA and You

By: Mike Kline

When was the last time that you had a MIOSHA inspection and how do you feel that it went? Most of the time when an inspector shows up at your facility there is a little panic in the air... what are they going to find and how much is it going to cost me? I can even sense this when I, as a MATSIF Loss Control Representative, show up to do an inspection. I want to ensure you that while we use MIOSHA's standards to accomplish our inspections, that is as far as it goes. Our purpose as Loss Control Representatives is to take care of our members and their employees and to ensure that they have a safe work environment.

MATSIF can be a very valuable tool in your safety toolbox if and when you have/had a visit from a MIOSHA Inspector. Now I am not by any means saying that we are going to get them to remove any fines or citations, but we definitely can assist you in making corrections and resolving issues. We are very fortunate that we only have to deal with the wood products industry whereas MIOSHA inspectors have to cover all industries.

If you have had an inspection from MIOSHA and you have any questions or concerns, please feel free to get with your Loss Control Rep from MATSIF and we can sit down and go over the issues with you. Like I said earlier, we are not here to get fines removed but we can help you to make sure that your corrections will be effective and keep you from getting further citations in the future. I have also had a couple of instances in the past few months where MATSIF members have had an inspection where the inspector has given them faulty information. These did not result in citations during the inspection, however, if the member got a different inspector in the future they certainly could.

We can also assist you if you want to do a voluntary inspection with MIOSHA. If you choose to do this type of inspection, you can get with your Loss Control Rep from MATSIF and we can accompany you during this inspection. This way you have two sets of eyes providing you information and two different people to provide insight if there are any questions. Sometimes the standards can be dry and complex, and you might have to go a few layers deep to get the correct answer. This is where our knowledge of the standards can be very helpful to you. We are not only familiar with the general standards but also very knowledgeable of some of the items that may be buried in the standards.

Please do not take this as me trying to devalue what MIOSHA does, but as a way you can benefit by having a second set of eyes to go over things. I am not a perfect inspector. I sometimes miss things just as any inspector out there does, but if you have a concern, I want to make 100% sure that the information you get is correct and that your citations meet the intent and keep you safe in the future. By taking advantage of our knowledge of the standards you can help to ensure that you have the safest work environment for your employees.

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TREES – Our Renewable Resource

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Post Hardwoods Inc. is a Sawmill located in Hamilton, Michigan, currently looking to fill a First Shift, Full Time Head Sawyer/Lumber Grader position. We offer Competitive Pay, Group Health Insurance and 401k with company matching available. Qualified applicants can send their resume to post-hardwoods.com or call (269) 751-2221 Monday through Friday between 7:00am to 3:30pm

Hardwood Lumber Sawyer Summary

This is a great opportunity for an individual with prior sawyer experience. This person would manufacture green hardwood lumber from logs using state of the art carriages and scanning equipment (*Lumber Pro with Lewis Scanning*). Must be able to determine optimum opening face to maximize value and fulfill cutting orders and production requirements.

Hardwood Lumber Sawyer Responsibilities:

- Determine and execute optimum cutting pattern for breaking down logs
- Communicate with lumber inspectors, machine operators and maintenance to ensure a consistent flow of quality lumber
- Ability to operate or learn to operate edger

Hardwood Lumber Sawyer Qualifications:

- Ability to accurately apply NHLA rules to maximize grade recovery from logs
- Must be safety and quality oriented
- Two (2) years of hardwood grade sawing experience preferred - this is not an entry level position
- Experience grading green lumber preferred