

Randall Hedge
Ex-Officio Member, Chair
(920) 424-1009
hedge@uwosh.edu

Dawn Dettlaff
Nonrepresented Classified Staff Member
(920) 424-1869
dettlafd@uwosh.edu

Buckley Fechter
Student Member
fechtb19@uwosh.edu

Anna Filipova
Faculty Member
(920) 424-0037
filipova@uwosh.edu

Kim Freier
Represented Classified Staff Member
(920) 424-2082
freier@uwosh.edu

Charles Hermes
Nonrepresented Classified Staff Member
(920) 424-3466
hermes@uwosh.edu

Stephanie Krueger
Student Member
kruegs88@uwosh.edu

Joseph LeMire
University Police Chief
Administration Ex-Officio Member
(920) 424-1212
lemirej@uwosh.edu

Pamela MacWilliams
Director of Student Health Center
Ex-Officio Member
(920) 424-0425
macwillp@uwosh.edu

Dana Merriman
Faculty Member
(920) 424-3076
vaughan@uwosh.edu

Michael Morrissey
Campus Hazardous Waste
Ex-Officio Member
(920) 424-3426
morrissm@uwosh.edu

George Paul
Represented Classified Staff Member
(920) 424-0377
paul@uwosh.edu

Evan Schwalbe
Campus Safety Officer
Ex-Officio Member
(920) 424-4484
schwalbe@uwosh.edu

Rae Ann Wetzel
Represented Classified Staff Member
(920) 424-3202
wetzelnr@uwosh.edu

Jonathon Wilson
Academic Staff Member
(920) 424-0385
wilsonjo@uwosh.edu

Christopher Stratton
Academic Staff Member
(920) 424-1201
strattonc@uwosh.edu



Environmental Health and Safety Committee

Volume #8 July, 2012
A newsletter for and about safety at UW Oshkosh

A Big "Thank You"

To Randy Hedge for his time as chairman of the Environmental Health and Safety Committee. Through his efforts, the committee has become a more efficient and productive governing group. We thank him for his hard work and wish him well in his safety endeavors.

Environmental Health and Safety Committee

What is Hazard Communication?

Chemicals pose a wide range of health hazards (such as irritation, sensitization, and carcinogenicity) and physical hazards (such as flammability, corrosion, and reactivity). OSHA's Hazard Communication Standard (HCS) is designed to ensure that information about these hazards and associated protective measures is disseminated. This is accomplished by requiring chemical manufacturers and importers to evaluate the hazards of the chemicals they produce or import, and to provide information about them through labels on shipped containers and more detailed information sheets called material safety data sheets (MSDSs). All employers with hazardous chemicals in their workplaces must prepare and implement a written hazard communication program, and must ensure that all containers are labeled, employees are provided access to MSDSs, and an effective training program is conducted for all potentially exposed employees.

The HCS provides people the right-to-know the hazards and identities of the chemicals they are exposed to in the workplace. When employees have this information, they may effectively participate in their employers' protective programs and take steps to protect themselves. In addition, the standard gives employers the information they need to design and implement an effective protective program for employees potentially exposed to hazardous chemicals. Together these actions will result in a reduction of chemical source illnesses and injuries in American workplaces.

What is the Globally Harmonized System *form the OSHA website*

The purpose of this document is to describe the United Nations Globally Harmonized System of Classification and Labeling of Chemicals (GHS), why it was developed, and how it relates to the sound management of chemicals. The full official text of the system is available on the web.

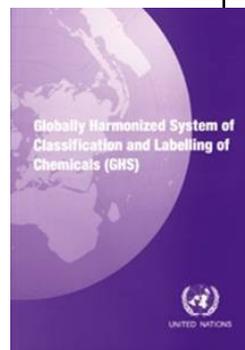
1.1 What is the GHS?

The GHS is an acronym for The Globally Harmonized System of Classification and Labelling of Chemicals. The GHS is a system for standardizing and harmonizing the classification and labelling of chemicals. It is a logical and comprehensive approach to:

- Defining health, physical and environmental hazards of chemicals;
- Creating classification processes that use available data on chemicals for comparison with the defined hazard criteria; and
- Communicating hazard information, as well as protective measures, on labels and Safety Data Sheets (SDS).

Many countries already have regulatory systems in place for these types of requirements. These systems may be similar in content and approach, but their differences are significant enough to require multiple classifications, labels and safety data sheets for the same product when marketed in different countries, or even in the same country when parts of the life cycle are covered by different regulatory authorities. This leads to inconsistent protection for those potentially exposed to the chemicals, as well as creating extensive regulatory burdens on companies producing chemicals. For example, in the United States (U.S.) there are requirements for classification and labelling of chemicals for the Consumer Product Safety Commission, the Department of Transportation, the Environmental Protection Agency, and the Occupational Safety and Health Administration.

The GHS itself is not a regulation or a standard. The GHS Document (referred to as "The Purple Book") establishes agreed hazard classification and communication provisions with explanatory



information on how to apply the system. The elements in the GHS supply a mechanism to meet the basic requirement of any hazard communication system, which is to decide if the chemical product produced and/or supplied is hazardous and to prepare a label and/or Safety Data Sheet as appropriate. Regulatory authorities in countries adopting the GHS will thus take the agreed criteria and provisions, and implement them through their own regulatory process and procedures rather than simply incorporating the text of the GHS into their national requirements. The GHS Document thus provides countries with the regulatory building blocks to develop or modify existing national programs that address classification of hazards and transmittal of information about those hazards and associated protective measures. This helps to ensure the safe use of chemicals as they move through the product life cycle from "cradle to grave."

Why is this important?

Federal law requires that all persons using or that are potentially exposed to hazardous chemicals must be trained in their use and handling. Because the GHS was put in place in March 2012, which is considered a change in the standard, all employees must be re-trained on the HAZCOM standard by December 2013.

Drowsy Driving Quiz

Are you at risk for falling asleep behind the wheel? Take this simple quiz and find out. Just circle "True" or "False" for each of the following statements, and check your answers on the second page:

1. There is no relationship between one's sleep and work schedule and risk of being involved in a drowsy-driving crash. **(True or False)**
2. Working the night shift does not affect one's chances of being involved in a sleep-related crash. **(True or False)**
3. The largest at-risk group for sleep-related crashes is commercial drivers. **(True or False)**
4. Overall, sleep-related crashes have certain characteristics that set them apart from other types of crashes. **(True or False)**
5. People with a sleep and breathing disorder called obstructive sleep apnea have about the same risk as the rest of the general population of being involved in a drowsy-driving crash. **(True or False)**
6. Eating a big lunch tends to make everyone sleep. **(True or False)**
7. People can usually tell when they are going to fall asleep. **(True or False)**
8. Drivers in drowsy-driving crashes are more likely to report sleep problems. **(True or False)**
9. Rolling down a window or singing along with the radio while driving will help keep someone awake. **(True or False)**
10. Wandering, disconnected thoughts are a warning sign of driver fatigue. **(True or False)**
11. You can stockpile sleep on the weekends to avoid being sleepy during the week. **(True or False)**
12. I'm a safe driver so it doesn't matter if I'm sleepy. **(True or False)**

Answers

1. FALSE. Studies have found a direct correlation between the numbers of hours a person works and their risk of being in a drowsy driving crash. People who work more than one job where their primary job involves an atypical schedule are twice as likely to be involved in a sleep-related crash when compared to people in non-sleep related crashes.

2. FALSE. According to a study by the AAA Foundation for Traffic Safety, working the night shift increases a person's risk of being involved in drowsy driving crash by nearly six times.

3. FALSE. Sleep-related crashes are most common in young people, who tend to stay up late, sleep too little, and drive at night. One study found that in 55 percent of sleep-related crashes, drivers were age 25 years or younger and were predominantly men. Another study found almost one-third of commercial drivers have some degree of sleep apnea.

4. TRUE. Research has provided a good picture of the common characteristics of drowsy-driving crashes, which tend to occur at night or in mid-afternoon, involve a single vehicle running off the roadway, lack any evidence of braking, and involve a young male driving alone.

5. FALSE. Sleep apnea is a condition in which a person's airway collapses many times to halt breathing until the person briefly awakens. The most common signs of sleep apnea are loud, irregular snoring, and excessive daytime sleepiness. Studies indicate that persons with untreated sleep apnea have two to seven times more crashes than people without the disorder. Studies also show that once treated, most patients can be safe drivers once again.

6. FALSE. Things such as heavy meals, warm rooms, and long drives only unmask the presence of sleep deprivation or sleep debt; they do not cause sleepiness.

7. FALSE. Sleep is not voluntary. If you're tired, you can fall asleep and never know it. When you're driving at 60 miles per hour and fall asleep for a few seconds (a micro sleep), you can travel up to the length of a football field without any control of your vehicle.

8. TRUE. According to studies, drivers in fatigue-related crashes were more likely to report problems sleeping prior to a crash than drivers in other non-sleep crashes.

9. FALSE. An open window or music has no lasting effect on a person's ability to stay awake. In fact, they may mask the person's lack of alertness further.

10. TRUE. If you are driving and your thoughts begin to wander, it is time to pull over and take a short nap, consume some caffeine, or stop driving for the day.

11. FALSE. Sleep is not money. You can't store up sleep to borrow it later on. But, just as with money, you can go into debt.

12. FALSE. The only safe driver is an alert driver. Even the safest drivers become confused and use poor judgment when they are sleepy. In addition, alcohol makes fatigue much worse. One drink has the same effect on a tired driver as four or five drinks for a well-rested person.

