



Safety Canada

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Proper handling and storage of firearms

It can happen in seconds.

A child accidentally shoots his playmate when he finds a loaded rifle in his home. A domestic dispute goes horribly wrong when a spouse reaches for a rifle in anger. A distraught father makes a split second decision to end his life along with the lives of family members.

The presence of an unlocked and loaded gun at the scene of many home shootings is often a grim and deadly reminder of the need for better gun handling and storage in Canada.

The latest statistics are alarming. Some 850 Canadians die every year from gunshot wounds. Two-thirds of suicides are committed with guns, as are nearly one third of household homicides.

While there may be little to be done about pre-meditated use of firearms, many injuries and deaths can be prevented when gun owners act more responsibly in handling and storing their firearms.

Canada Safety Council president Jack Smith believes the number of deaths from firearms can be reduced if gun owners would simply unload and lock up their firearms.

"Gun-related deaths and injuries, the majority of which occur in the home, can be prevented," says Smith. "That is why safe storage is so important."

Children, in particular, are greatly at risk when firearms are not stored responsibly. And deaths and accidents among children are among the most preventable.

"Gun owners must make sure that it's impossible for a child to have access to a gun," Smith explains. "Children are influenced by television and video games to believe that guns are toys. Even children who are taught respect for firearms might not realize a family gun can be left still loaded."

This fall, the Canada Safety Council (CSC) is embarking on Canada-wide awareness campaign to remind gun owners to unload and lockup their firearms when they are not in use. It is hoped this multimedia public service campaign will help convince gun owners when a firearm is not in use it should be locked up, with a trigger or cable lock attached and its ammunition locked in a separate, safe location.

The campaign is being supported by many voices including the Dominion of Canada Rifle Association (DCRA), which represents Canadians involved in sports shooting and marksmanship.

"(Our association) vigorously applies the principles of firearms safety and education through our competitions at local, provincial, national and international levels," says Dr. Stan Frost, Executive Vice President of DCRA. "We strongly encourage all of our members to practice the safe handling and safe storage of firearms."

When Canadians think of gun violence, they often think of urban and gang violence. But statistics show that most firearms deaths and injuries are in fact committed in the home environment. A modest estimate reveals that there is at least one gun in every eight homes in Canada.

The use of firearms in cases of domestic violence declined by 50 per cent between 1997 and 2006. However, according to Statistics Canada, 30 per cent of women

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President's Perspective

Driving is one of the most dangerous tasks we perform on a daily basis, and the two most common causes for traffic collisions are inattention and distraction. Distraction from talking on the phone, sending text messages, or using any other device that takes focus off the road are among the most distracting.

With Nova Scotia, Newfoundland and Quebec already having hand-held cellphone bans in effect, Ontario is following suit, but going a step further – Ontario is banning all hand-held electronic devices. This includes cellphones, Blackberry's, mp3 players, GPS's, and others – a definite step in the right direction. Saskatchewan is readying its own legislation, and British Columbia has announced its intention to do the same.

Within our busy lives, electronic devices are enabling drivers to stay connected and in constant contact with others at all times, leading to a greater exposure and risk of collision if used while driving. Having legislation in place will help educate people and change behaviour to reduce their risk exposure.

As technology evolves and text and e-mail messaging become more prevalent, the situation worsens. Sending and receiving text messages is one of the most dangerous threats to drivers since alcohol. A driver is 23 times more likely to get into a collision if they text when they are behind the wheel. Text messaging takes driver's eyes away from the road for 4.6

seconds over a six-second interval. This compares to driving an entire length of a football field without looking at the road while travelling 90 kilometres per/hour.

A public service announcement originating in the UK shows the tragic effects of text messaging while driving. (Warning: this is a shock value PSA)

For 21 years the Canada Safety Council has been instrumental in the promotion of cellular phone safety while driving. We encourage all Canadians to limit distractions while driving a motor vehicle, including scrolling through an iPod list, programming a GPS, or sending text messages. If you need to answer a phone call, pull over to a safe area, or have a hands-free device set-up for easy answering. Better yet – have your message center take the call or read your text messages once you have reached your destination. Also, keep in mind that hands-free is not risk free! We recognize that electronic devices are distractions, but it's really the conversation, and the depth of the conversation, that's distracting. Don't let your emotions or work get in the way of your safety on the road.

Safety, It's an Attitude



Jack Smith, President



Continued from page 1

who are victims of domestic homicide die from gun shot injuries.

Many deaths and injuries occur in a rural setting where guns are used for hunting, for sport and for wildlife control.

Accidental shootings cause few firearm related deaths, but result in a significant number of serious injuries. For every person killed by a firearm, an estimated 2.6 are injured, many seriously. The average hospital stay related to firearms injuries is 17.7 days, according to a Canada-wide survey.

A great concern is the number of gun suicides in Canada, particularly among Canada's aboriginal communities where hunting is a way of life. Having firearms in a home environment adds to the risk, particularly if they are left out in the open. In a 2008 position paper, the Canadian Association of Emergency Physicians reported that the majority of suicides are not premeditated, but are impulsive in nature. Suicide by firearm is particularly lethal, with a 96 per cent completion rate compared to other forms of suicides, such as overdose attempts, which are only 6.5

per cent lethal.

Aboriginal populations report a firearm suicide rate of nearly three times that of the national rate, according to the Assembly of First Nations.

"One preventable tragedy related to the storage of firearms is far too many," says Vera Pawis Tabobondung, the president of the National Association of Friendship Centres.

What You Can Do

The Canada Safety Council reminds gun owners that the safety of family and friends is in their hands. Here are important tips to ensure your home is safe.

Unload and lock your firearms

- Ensure firearms are unloaded at all times when stored.
- Lock the firearms in a cabinet, safe or room that was built or modified specifically to store firearms safely. Make sure the structure is difficult to break into.
- Attach a secure locking device, such as a trigger lock or cable lock (or remove the bolt) so the gun or rifle cannot be fired.

- Store ammunition separately or lock it up. While ammunition can be stored in the same container as the firearm, it should be locked up separately. Again, make sure it is difficult to break into.
- Children must not have access to the keys used to lock up firearms and ammunition. Always keep them in a secure and safe place.
- Teach children not to handle firearms without supervision.



2009 National Police Awards

The National Police Award for Traffic Safety (NPATS) and the Transport Canada Director General's Road Safety Lifetime Achievement Award (RSLAA) were presented on August 9, 2009 at the annual conference of the Canadian Association of Chiefs of Police (CACCP) in Charlottetown, PEI.

The NPATS and the RSLAA have been joint initiatives of Transport Canada, the Canada Safety Council and the Canadian Association of Chiefs of Police (CACCP) since 1991. The awards were created to recognize outstanding achievements made by Canada's police community in the promotion of road safety. In doing so, we are raising the profile of traffic policing as a police career.

This year's recipient of the National Police

Award for Traffic Safety went to Captain Louis Pelletier and to the Développement et mise en oeuvre de l'Énoncé d'orientations en matière de sécurité routière 2006-2010 du Service de la sécurité des réseaux de transport de la Sûreté du Québec.

This year's recipient for the Director General's Road Safety Lifetime Achievement Award went to Sergeant Wayne Blackmore of the Headingly, Manitoba RCMP Traffic Safety "D" Division for his prominent role in many initiatives, improvements and accomplishments in traffic safety throughout his career.

Detective Sergeant James P. McLane (not pictured) of Toronto Police Services was awarded a honourable mention for the Director General's Road Safety Lifetime Achievement award for his ongoing accomplishments in traffic safety.



ON THE JOB :

H1N1 Flu Preparation

H1N1 Flu, also known as the Human Swine flu, has been reported all around the world, and the World Health Organization has declared it a pandemic influenza virus. H1N1 is classified as a respiratory illness with symptoms similar to ordinary seasonal flu. It can spread quickly and healthy people can become seriously ill. Symptoms include headache, chills and cough followed by fever, loss of appetite, muscle aches and fatigue, runny nose, sneezing, watery eyes and throat irritation. Nausea, vomiting and diarrhea may also occur. In severe cases complications such as pneumonia may develop.

With Canada expecting additional waves of the H1N1 flu virus this fall, Canadian employers and workers must know all the facts to help protect themselves and their workplaces against the virus. Workplaces should have a plan in place if a pandemic were to break out in your place of work. During a pandemic, many issues may come up about what is the best way to keep your business operational, and at the same time, knowing how to protect your employees from the effects of a major influenza outbreak. The best plan of action is to try to eliminate health hazards before they occur, and have a plan in place if the H1N1 flu virus were to hit your place of work.

FOR EMPLOYERS:

Do you have a Business Continuity Plan that will cover an H1N1 flu outbreak?

A pandemic flu will have an impact on employees, suppliers, and family. Have a plan that will sustain your core business activities for several weeks with reduced staff. Identify your company's essential functions and the individuals who perform them. Make sure you have trained enough people to properly work in these essential functions. For more information: **Canadian Centre for Occupational Health and Safety Business Continuity Plan** www.ccohs.ca/pandemic/pdf/Business_continuity.pdf

Do all employees know of your plan for a pandemic?

Tell the workforce about the threat of pandemic flu and the steps the company is taking to prepare for it. Clear and frequent communication is essential.

Are sick leaves and absentee policies up to date?

Be prepared for anywhere from 20 to 50 per cent of your employees not being able to come to work, for various reasons including taking care of sick children or spouses, as a result of a flu outbreak.

Is your workplace a healthy work environment?

Ensure adequate air circulation and post tips on how to stop the spread of the virus at work. Promote hand and respiratory hygiene. When regular soap and water facilities are not available, make sure you have a number of alcohol-based hand sanitizer products available.

Encourage all employees to get the flu vaccination.

The Public Health Agency of Canada advises that the seasonal flu shot is unlikely to provide protection against H1N1 Flu Virus. The flu shot will protect against the seasonal flu, and is still highly recommended. A new pandemic vaccine will be available to all Canadians who need and want to receive it in time for the winter flu season. In some provinces and territories you may even be able to set-up a flu shot clinic at your workplace.

Can your computer systems allow or accommodate a large number of people working from home or from other locations?

Set up a system where employees can access e-mail and workplace documents from home. Make sure to communicate regularly and set up check-in times your employees throughout the day.

Be prepared for a range of situations. The true impact of a pandemic flu will not be known until it happens. Remember a pandemic flu can affect anyone.



FOR EMPLOYEES:

- ▶ Know what steps your workplace has in place for a pandemic. Ask if there is a business continuity plan. Find out what role you have in this plan.
- ▶ Participate in any training and education your workplace offers. During a pandemic, it will be essential for various employees to be able to cover some of the duties normally done by co-workers. Help train others to do aspects of your job as well.
- ▶ Know what "leave" policies your workplace has for sick leave, or for caring for your family. Knowing what options are available ahead of time will help you know what arrangements you need to make.
- ▶ Always wash your hands with soap and water for 15 to 20 seconds after using the washroom, before eating, and after touching common surfaces such as doorknobs, railings, telephones, etc. Try not to touch your eyes, mouth or nose as this helps the virus enter your body more easily.
- ▶ If you are at home with the flu, or taking care of a family member, be sure to keep in touch with your workplace so they know what your situation is.

- ▶ If you have the flu, or think you might, stay home. Staying home when sick, and handwashing are the most effective ways to help slow the spread of a virus.

Source: Canadian Centre of Occupational Health and Safety

Tips for preventing the spread of the H1N1 Flu from the Ministry of Health:



Good hand hygiene is the best way to prevent the spread of all flu viruses. Wash your hands with soap and water thoroughly and often.



Keep an alcohol-based sanitizer (gel or wipes) handy at work, home and in your car. It needs to be at least 60 per cent alcohol to be effective.



Cover your mouth and nose with a tissue when you cough or sneeze and dispose of tissue. Cough into your upper sleeve if you don't have a tissue.



Avoid large crowds of people where viruses can spread easily. Stay home when you are sick.



Keep common surfaces and items clean and disinfected.

SPORTS & LEISURE :
Skilled Riders



ACADEMY OF MOTORCYCLING

While motorcycle registration continues to increase, so does the need for rider training. Harley Canada, in cooperation with the Canada Safety Council and like-minded organizations such as the Alberta Safety Council, have partnered together to deliver the Harley-Davidson Rider's Edge® "Skilled Rider" course for Canadian riders.

The Rider's Edge® Skilled Rider Course is designed to enhance the skills of already licensed drivers, who have been riding for at least a year, in the areas of riding, steering, and stopping. Rider's Edge® is a rider improvement course that uses proven curriculum developed by the Canada Safety Council. The program gives riders greater confidence in their riding 'abilities and helps to make their riding experience that much more enjoyable.

The course consists of approximately 11 hours of training – the first three hours are presentations and group discussions being offered at select Harley-Davidson

retailers – while the next eight hours are on-bike training, on your own motorcycle, carried out in a safe and controlled area.

At press time only two retailers on the west-coast have provided the training – Heritage Harley-Davidson/Buell in Edmonton, Alberta and Trev Deeley's Harley-Davidson in Burnaby, BC. Motorsport Plus Harley-Davidson in Kingston, Ontario is planning to offer their first course in September.

The in-class portion of the rider improvement course allows for group participation in discussions on everything from collision causation, selection of protective equipment, group riding to carrying passengers. Students will also learn how to safely pack a motorcycle for a road trip, and how to manage risks on the road. Specific questions posed to the instructors and Harley-Davidson experts are encouraged.

During the riding portion of the course, students learn how to manoeuvre their



bikes through slow speed exercises, multiple curves at speeds up to 50 kilometres per hour, brake at varying distances and speeds, utilize risk management and good judgment to safely manoeuvre around hazards through either swerving and/or braking. Each student will learn about the capabilities of their own motorcycle, to help improve upon their skills.

Riding a motorcycle is both art and science. No one rides a motorcycle perfectly all the time, not even professionals. There is always room for improvement.

HOME SAFETY :

Home Alone: Latchkey Kids

With so many full-time working parents, the reality is that children may have to return home to an empty house for a short time after school until a parent or guardian returns from work. These children are often referred to as latchkey kids. School age children need to be supervised by a responsible adult. If you can't be there in person when your child gets home from school, find a way to give him or her the feeling of being supervised.

The Canada Safety Council advises parents not to consider letting a child stay home alone until at least the age of 10 – and then only if the child is mature enough, only for an hour or two at most, and only if there's a responsible adult nearby to help out if needed. The parent must judge whether the child is ready to be alone or with siblings for a short time before or after school. Age alone does not determine whether a child is capable of being left alone. For example, unsupervised teens and pre-teens can sometimes get into more trouble than younger children. Parents must put into place a structure that assures a safe and supervised environment even when there is no adult at home.

Advice for parents of children who will be left home alone:

- ▶ Set firm rules, with clear do's and don'ts.
- ▶ Prepare your child to deal with situations that may arise.
- ▶ Specify how his or her time is to be spent.
- ▶ Keep in touch - if you're hard to reach, get a mobile phone or pager.
- ▶ Make sure your home is safe and secure. (Safety Checklist)
- ▶ Limit the time you leave your child at home alone.

Short test runs may help you assess whether your child is ready to stay home alone. Go out for just a few minutes. When you return, talk to your child about the experience. Increase the amount of time you are out, leaving specific instructions to follow. After a few trials answer these questions:

- ▶ Does your child feel comfortable about being on his or her own?
- ▶ Do you feel comfortable about your child being at home alone?
- ▶ Can your child follow rules responsibly?
- ▶ Does he or she understand and remember instructions?
- ▶ Does your child find constructive things to do without getting into mischief?

- ▶ Will your child be able to handle unexpected situations if they arise?
- ▶ Are you able to communicate readily with your child when you are not at home?
- ▶ Can your child always reach someone in case of an emergency?

A great tool to give you peace of mind and to ensure your child gets into the house safely when you are not home is the GE AccessPoint KeySafe lockbox.

Keys are placed inside the lockbox and can be attached to the side of the house near an entrance – perfect for kids who often lose their keys. By entering a code chosen by the homeowner your child can access the door key, get inside safely, and return it to the lockbox after use.



Be sure that you and your child are both comfortable with staying home alone. Prepare your child for the responsibilities of self-care, and focus on how to prevent problems, handle real-life situations, and keep safely and constructively occupied.



KWIZ KORNER : Food Allergies

Questions:

- How many young children (under the age of three) are affected by food allergies?
 - up to two per cent
 - up to six per cent
 - up to ten per cent
- Anaphylaxis is a serious, potentially life-threatening, allergic reaction to a specific trigger in a person who has become sensitized.
True or False
- Anaphylaxis is an overreaction of the body's immune system, with symptoms that can include:
 - swelling, difficulty breathing, abdominal cramps, vomiting and diarrhea.
 - a rapid heartbeat and itchiness in the skin.
 - drop in blood pressure and potentially death.
 - All of the above.
- Approximately how many Canadians currently live with food allergies?
 - 83,000
 - 130,000
 - 900,000
 - 1.3 million
- How many provinces in Canada have legislation in place to protect children at risk of anaphylaxis in schools?
 - one
 - three
 - five
- Three of the nine priority food allergens are:
 - peanuts, milk, seafood
 - fruit, seafood, peanuts,
 - peanuts, goldenrod, eggs
 - eggs, wheat, reality TV

- What percentage of serious allergic reactions to food have been shown to be caused by the nine common allergens?
 - 30 per cent
 - 60 per cent
 - 90 per cent



Source: Anaphylaxis Canada

- Food allergies are sensitivities caused by a reaction of the body's immune system to specific proteins in a food. Current estimates are that food allergies affect as many as six per cent of young children and up to four per cent of adults.
 - True - Food is the most common cause of anaphylaxis, but insect stings, medicine, latex, or exercise can also cause a reaction. Anaphylaxis can affect multiple body systems: skin, upper and lower respiratory, gastrointestinal and cardiovascular.
 - Anaphylaxis can be characterized by all of the above, as well as the individual possibly becoming uneasy or anxious. They may also experience sneezing, coughing and a feeling of being lightheaded.
 - About 1.3 million Canadians, or approximately four per cent of the population, currently live with food allergies.
- The nine priority allergens include peanuts, tree nuts (almonds, Brazil nuts, cashews, hazelnuts, macadamia nuts, pecans, pine nuts, pistachios and walnuts), sesame seeds, milk, eggs, seafood, (fish, crustaceans and shellfish), soy, wheat and sulfites.
- Although these are the most common allergens and cause the majority of allergic reactions, upwards of 170 foods have been documented to induce an allergic response.
- Ontario, British Columbia and Manitoba. Other provinces and territories have voluntary guidelines in place. Each province and territory in Canada has its own Ministry of Education or Department of Education that governs schools within its region. Every school board should have a written anaphylaxis policy and written procedures that provide minimum standards for schools within its region. (Since January 2006 all school boards in Ontario were required to have an anaphylaxis policy in accordance with Sabrina's Law.)
- The nine priority allergens include peanuts, tree nuts (almonds, Brazil nuts, cashews, hazelnuts, macadamia nuts, pecans, pine nuts, pistachios and walnuts), sesame seeds, milk, eggs, seafood, (fish, crustaceans and shellfish), soy, wheat and sulfites.
- Although these are the most common allergens and cause the majority of allergic reactions, upwards of 170 foods have been documented to induce an allergic response.

Answers

Canada Safety Council's New Website

The Canada Safety Council is pleased to announce our new and improved website. Get up-to-date safety news and information right from our homepage. Browse through past and present campaigns, view news archives, shop the CSC Safety Store, learn more about safety related topics in public safety, traffic safety and workplace safety, learn about all of our training programs and much more.

Membership packages and services have also been updated for your benefit. Gold and Silver members can now advertise any safety products or services in our Online Safety Product's Guide for public purchase.

Safety Canada is now only available to our valued members. If you have any topics of interest you would like to see covered in the upcoming issues of Safety Canada please send ideas to Valerie.powell@safety-council.org.

Follow Canada Safety Council on Twitter for up-to-date safety headlines @ <http://twitter.com/CanadaSafetyCSC>



Upcoming CSC Awareness Campaigns for 2009

National School Safety Week
October 17 – 13

National Community Safety and Crime Prevention Month
November

National Seniors' Safety Week
November 6 – 12

National Home Fire Safety Week
November 24 – 20

National Safe Driving Week
December 1 – 7



WHEELS IN MOTION : Who needs a speed limiter?

A speed limiter, sometimes called a governor, is a built-in microchip that allows a truck engine's top speed to be preset. Ontario and Quebec regulations ensure that all large trucks operate at a safe speed, capped at 105 km/hour. This will reduce highway collisions related to tailgating and improper lane changes. It also has major environmental advantages through the conservation of fuel. Fuel savings of up to 10,500 litres of diesel fuel per year for a typical tractor-trailer unit — or 50 million litres in total for all such trucks in Ontario.*

Speed limiter requirements will apply to vehicles that were manufactured in 1995 or newer with a manufacturer's Gross Vehicle Weight (GVW) rating of 11,794 kilograms (26,000 lbs) or more. Only commercial motor vehicles with an electronically controlled engine are subject to these regulatory requirements.

The speed limiting system of these commercial motor vehicles shall be properly set to no more than 105km/h or 65 mph. Speed limiters do not restrict engine RPM or horsepower needed to pull a load. Buses, mobile cranes, mobile homes, ambulances, cardiac arrest emergency vehicles and fire apparatuses will be exempt from the regulation.

*Estimated fuel and greenhouse gas savings are based on a tractor-trailer running 125,000 miles per year.

Source: Ontario Ministry of Transportation

Safety Canada

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