

Safety Canada

THE MEMBER NEWSLETTER OF THE CANADA SAFETY COUNCIL

Car Surfing: A deadly phenomenon.

A 16-year-old boy, a 17-year-old girl, a 38-year-old man – all recent victims of car surfing injuries. A reckless phenomenon growing in popularity.

Car surfing is not a new term, but has recently been the focus of several news stories due to an increase in injuries and fatalities. This ‘fad’ is not something that only teens are participating in, but adults too.

“Car surfing” is a term introduced in the mid-1980s to describe a thrill-seeking activity that involves a person intentionally riding on the exterior of a moving motor vehicle while another person is driving it. Resulting injury could come from falling off the moving vehicle, falling down onto the vehicle, jumping from the vehicle, or being hit by an object while on top of the moving vehicle.

Car surfing definitely has the potential for fatal consequences, which can occur even at low vehicle speeds, sometimes resulting from unanticipated movements of the vehicle, such as swerving or braking.

On the night of June 29, 2009, Tommy Palliser was driving a sport utility vehicle when Kevin Ducharme, his girlfriend’s cousin, climbed through the sunroof to the top of the vehicle. At an intersection in the Montreal island suburb of Dollard-des-Ormeaux, as the light turned green, the 38-year-old Ducharme fell off and hit the pavement. He died later in hospital.

This case is the first in a string of recorded cases of car surfing in Quebec that has gone to court and was the first recorded instance of car surfing in Montreal. Just weeks after Ducharme’s death, a 17-year-old girl died of her head injuries in Drummondville, Québec.

The most recent case involved a 16-year-old boy from Dorval, Quebec. Witnesses say they saw the teen crouched on the trunk of a Honda Civic that was driving circles in a school parking lot. The teen fell off the trunk and hit his head on the pavement. He was taken to a hospital with severe head injuries. He died a week later.

With the increase in car surfing cases, the Quebec government now wants to crack down on the stunt, and lawmakers are studying a bill that could lead to more severe penalties for anyone who participates in car surfing, including automatic license suspension. Currently police can charge people with offences such as dangerous driving or criminal negligence.

In one of the only medical studies on car surfing, neurosurgeons at Cleveland’s Case Western Reserve University School of Medicine, in 2009, found a steady rise in car surfing fatalities since 2000, with spikes after the release of various Grand Theft Auto video games and MTV’s *Jackass* series and movies.

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President's Perspective

With the early onslaught of holiday parties for work and with friends and family, the Canada Safety Council wants to remind you to not mix drinking and driving.

A 2009 survey by the Traffic Injury Research Foundation found that 5.6 per cent of respondents had driven when they thought they were over the legal limit, at least once in the past year. Although a considerable drop from 8.2 per cent in 2007, there's still room for improvement.

Whether you are attending a social gathering or having a few people over, you or your guests may want to have a few drinks. Make arrangements to ensure everyone gets home safely.

If you are hosting a party, you should be concerned about your guests consuming too much alcohol, and then getting behind the wheel. Monitor and supervise the service and consumption of alcohol, also limit your own consumption. A sober host is an alert host. Serve food that is high in protein and starch, and have plenty of non-alcoholic choices available. If a guest appears to be impaired, encourage him or her to give you their car keys. Have them take a cab home or stay the night.

We urge all Canadians to drive sober — or plan an alternate way to get home safely. Call a family member, a friend or a cab for a safe ride home. Remember, the cost of a cab ride will be much less than the cost of having to deal with an impaired driving charge. It doesn't always happen to another person, it can happen to you. A designated driver is another good option, but choosing to ride with a driver who's been

drinking is not. Taking the wheel is absolutely not an option if you have been drinking.

On behalf of the Canada Safety Council, I wish for all Canadians to have a safe and happy holiday season!

Safety, It's an Attitude



Jack Smith, President



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Continued from page 1

According to a report by the U.S. Centre for Disease Control and Prevention, car surfing caused 99 injuries from 1990 to 2008. The study determined 70 per cent of the car-surfers reported injured or killed were male - and 69 per cent were age 15 to 19.

Car-surfers - mostly teen males - are largely "modelling or copycatting" the kinds of high-risk behaviour that shot to prominence with the 2002 movie *Jackass* and a steady stream of imitative YouTube videos of often "really dangerous" stunts, noted Jeff Deverensky, co-director of the International Centre for Youth Gambling and High Risk Behaviour, at McGill University. "They're watching other people and

they want to copy what they're doing ... to push the limits" he added.

Raynald Marchand, general manager of programs at the Canada Safety Council, agrees. "I think what's happening is, they're thrill seekers. Some get addicted to the adrenalin rush. You see these types of stunts on the web, on YouTube, and some people are videotaping these things in order to put them on their web page."

"As a reckless stunt, it's one of the more risky, adds Marchand. "When you consider that we require that people be belted inside the car, standing on the roof of the car while travelling is extremely dangerous."

There was a case at an Ottawa school in early June. The surfer lost balance and

got pinned under the car. Thankfully, there weren't any serious injuries.

Car surfing can turn deadly with just one wrong movement, on the drivers' or riders' part. When there is such a large window for severe consequences, one would wonder why people are even participating in this activity in the first place?

Tommy Palliser says he never thought he'd ever be part of such an incident, never thought that his friend would crawl through the sunroof. However, he says he's willing to do anything to discourage others from trying it.

"It really hurts me knowing that my accident was the first in Canada, the first in Quebec. It's even harder to think that other people are dumb enough to do this purposely."

The Canada Safety Council announces a new Home Alone Program.

Ideally, children should be supervised at all times by a responsible adult. However, today's family situations often cannot accommodate this ideal. The number of school-age children home alone has risen over the last few years. The main factors are thought to be more working parents and single parent households.

The *Home Alone Program* is designed to provide children 10 years of age and older with the necessary skills and knowledge to be safe and responsible when home alone for short periods of time. It will help them understand how to prevent problems, handle real-life situations, and keep them safe and constructively occupied.

The program focuses on small group discussions, problem solving, role-playing, and instructor-led demonstrations. The Student Reference Book is designed to allow the program participants to actively participate in class assignments. It provides a review of the

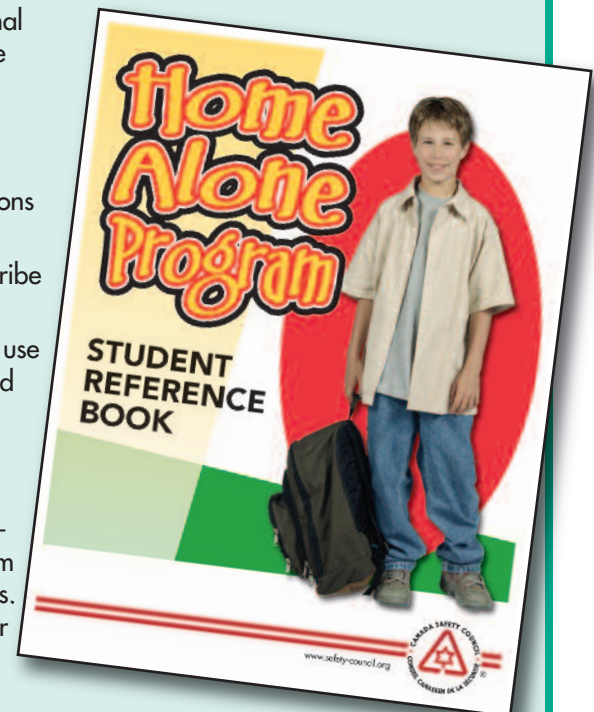
program material, as well as additional information that will be of value to the students.

Upon the completion of this program, each child will be able to:

- Identify the consequences of decisions and actions made in daily life.
- Follow safety procedures and describe ways to obtain emergency help.
- Demonstrate knowledge of how to use 911 correctly through role-play and by stating situations when it is appropriate to call 911.
- Review basic first aid procedures.

The *Home Alone Program* is approximately a two and a half hour program that has been divided into ten sessions. The child will receive a certificate after successfully completing the program.

If you would like to order the program, please visit our website under the Training section.



This program is only available in English.

ON THE JOB :

Workplace Ergonomics

Tips for the Office Worker

How the workstation is set up and how workers sit can cause many of the difficulties workers face. You can adjust the seat height and depth of most chairs on the market today. These adjustable chairs fit about 95 per cent of the population. When first using a chair, try it for at least three to four days. Ensure that your chair is adjusted properly, so that you're as comfortable as possible.

Below are some common issues and ways to resolve them.

Incorrect chair height: Adjust your chair's height to match standing knee height. Sit to the back of the chair and make sure that your feet are flat on the floor.

Incorrect chair depth: When you sit at the back of your chair, two or three fingers should fit between the back of your legs and the front of your chair.

Poor sitting posture: A slightly reclined position can relieve tension in your lower back. Adjust the chair tilt and lock in place. Sit toward the back of your chair and ensure that the natural curve in your back is supported. Adjust your armrests to achieve a relaxed arm position. Use armrests between (rather than during) typing sessions.

Lack of seat padding: Add or replace your seat cushion so that you have enough padding.

Prolonged sitting: Take coffee, lunch and micro-breaks throughout the workday. Change your position as often as possible.

Desk or keyboard is too high: Raise the height of your seat. Ensure that your feet are flat on the floor or on a

footrest. Use an adjustable keyboard tray so that your shoulders can relax.

Armrests are too high: Adjust your armrests' height. If they are not adjustable, remove them.

Mouse and keyboard are on different levels: Make sure that your mouse is on the same level as your keyboard (that is, both are on the keyboard tray).

Looking back and forth from papers on your desk to the monitor: Try a copy/document holder. Position documents at the same height and distance as the monitor to avoid repeated neck movements.

Dual tasking (e.g., holding phone between ear and shoulder while typing): Try a headset.

Incorrect monitor height or distance: Ensure that your monitor is right in front of you. The line of vision should be about five to eight centimetres from the top of the screen. Position the monitor 45 to 76 centimetres (about the length of an arm) away.

Taking Stretch Breaks

Stretching and taking regular short breaks can help to prevent repetitive strain injuries. Generally, for continuous desk/computer work, one five-minute break per hour is recommended. Consult your health-care provider before beginning a stretching or exercise program.

Proper ergonomics are important for workers' overall health and well-being. Following the basic ergonomic tips given in this article is easy. Workers will benefit both at work and in their home and leisure activities.

Other benefits include improved morale, better productivity and reduced rates of injury. Effective ergonomics programs are a win-win situation for both the worker and the employer.

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ON THE JOB :

Challenges of an Aging Workforce

The demographics are clear: the Canadian workforce is aging and older workers are making up a greater portion of the workforce. With the large number of 'baby boomers' born after World War II now aging, it is estimated that by next year, approximately 41 per cent of the working population will be between the ages of 45 and 64 (up from 29 per cent in 1991), and this percentage will continue to increase over the coming years.

What does this mean for employers?

With a large part of the workforce being middle aged or older there is an immediate need to understand and address the issues of this quickly growing group of workers, to keep them healthy and safe at work. In addition, employers could face a labour and skills shortage with the loss of older workers through early retirement, and fewer people entering the workforce. For employers to meet their labour needs, it is important to retain their skilled older workers. Accommodating the needs of those older workers can play a key role in that retention.

Impact of aging on workers

The impacts of aging on a worker are as varied as the individual who is aging. Generally, older workers may experience physical, sensory and cognitive changes that can accompany aging. On the other hand, they may also accumulate experience, knowledge, and insight as they age, making them a valuable resource for their organization.

In general, while older workers may work slower or make decisions less quickly, they tend to be more accurate in their work and make better decisions. Studies report that older workers generally have lower turnover, more dedication to the workplace, and positive work values.

Older workers also tend to have fewer injuries, but when they do get hurt, their injuries are often more severe and may take longer to heal. Younger workers tend to get more eye or hand injuries, while, in general, older workers who have been working for many years report more back injuries. Many workplace injuries are related to repetitive motion injuries that develop over time. An older worker who has been working longer may report more musculoskeletal injuries since the condition has had more time to develop.

There is a risk for injury when anyone, regardless of their age, is pushed to work harder than they safely can, which underscores the importance of preventing illness and injury in the first place. Today's older population, besides experiencing personal and health issues that can come with age, may face additional challenges, including evolving family responsibilities as they care for their families, spouses and elderly parents.

How to accommodate an aging workforce

A well-designed workplace that matches workstations and job tasks to the needs of the individual employee benefits all workers, not just those who are older.

Adapt the work environment to better meet the needs and comfort levels of older workers by considering lighting, heat, and ergonomics.

Adjust workstations and match job tasks to the needs of the employee taking into account the physical capabilities and limitations of individual workers.

Offer flexible work arrangements such as job sharing, flexible hours, part time jobs, the option to work from home and other kinds of reduced work schedules to help workers better balance their responsibilities at work and at home.

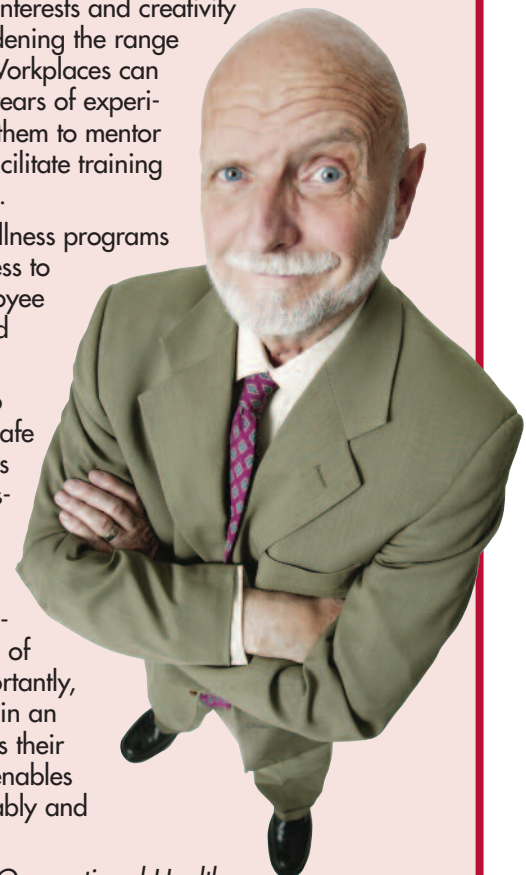
Design and provide appropriate training programs to help older workers learn, keeping in mind that training may have to be more "practical." Older workers may take longer to train and may also need more assistance or practice than younger workers.

Stimulate employees' interests and creativity in their work by broadening the range of work experience. Workplaces can draw on employees' years of experience by encouraging them to mentor younger workers or facilitate training of other older workers.

Provide workplace wellness programs that give workers access to services such as Employee Assistance, fitness, and nutrition programs.

By taking steps now to help all workers stay safe and healthy at work as they age, and addressing the immediate needs of older workers, employers will benefit from an experienced, dedicated pool of employees. Most importantly, the workers can work in an environment that meets their changing needs and enables them to work comfortably and safely.

Canadian Centre for Occupational Health and Safety



WHEELS IN MOTION :

Electronic Stability Control

Stability control reduces fatal crash risk by a third, sharply cuts rollover risk.

Electronic stability control (ESC) for passenger vehicles remains one of the most effective technologies yet developed for preventing fatal crashes, especially single-vehicle rollovers. ESC helps drivers in the event of loss of control at high speeds or on slippery roads. It lowers the risk of a deadly crash by 33 per cent and cuts the risk of a single-vehicle rollover by 73 per cent.

These are the main findings of a new *Insurance Institute for Highway Safety* study updating earlier estimates of the crash-avoidance technology's benefits. The new estimates are about 7-10 percentage points smaller than the *Institute* found in 2006. One reason may be differences in the way early ESC-equipped vehicles were driven and how they were used compared with the vehicles of today.

"Sports cars and luxury models were the first to get ESC," says Anne McCartt, *Institute* senior vice president for research. "People tend to drive these cars faster and more aggressively than family vehicles, getting into the risky situations that lead to the loss of control crashes ESC is designed to prevent."

Lots of everyday drivers "rarely get into situations where ESC would take over," McCartt adds. "The good news is that ESC still works well when it's needed. That's why it's one of the requirements for *TOP SAFETY PICK*."

ESC could have prevented an estimated 15,600 fatal crashes in 2002-08 if all new passenger vehicles had been equipped with the technology.

First introduced in 1995, ESC helps drivers control their vehicles during high-speed manoeuvres like entering curves

too fast or swerving to avoid animals on slippery highways. Even before a driver knows there's a problem, ESC senses when a vehicle strays from the intended travel path or begins to spin out. Then the system automatically brakes individual wheels and sometimes reduces throttle to keep the vehicle under control and moving in the intended direction of travel.

In the latest study, *Institute* researchers examined a total of 10 years of crash data, comparing fatal crash involvement rates per registered passenger vehicle for identical models with and without ESC. Data on fatal crashes during 1999-2008 were from the Fatality Analysis Reporting System, a federal database of fatal crashes in all 50 states.

ESC reduces fatal crash risk by 49 per cent in single-vehicle passenger vehicle crashes and 20 per cent in multiple-vehicle crashes. Effectiveness estimates are higher for SUVs than for cars — 35 per cent for SUVs compared with 30 per cent for cars — but the difference isn't statistically significant. SUVs tend to have a higher center of gravity than cars, so they are more likely to get into the kinds of loss-of-control and rollover crashes that ESC helps prevent.

Many single-vehicle crashes involve rolling over, and ESC plays a big role in preventing these types of crashes. ESC was associated with a 73 per cent reduction in single-vehicle rollover fatal crash involvement risk and a 59 per cent reduction in single-vehicle fatal crash risk on wet or slippery roads. For the 2010 model year, ESC is standard on 88 per cent of cars, 100 per cent of SUVs, and 62 per cent of pickups. By 2012 all new cars, SUVs, and pickups must have ESC.

Insurance Institute for Highway Safety



KWIZ KORNER :

Time for Turkey

Questions:

1. The preferred method(s) of thawing out a turkey is (are):
 - a. In the refrigerator, with the plastic wrapper intact.
 - b. In cold water, without the plastic wrapper.
 - c. In cold water, with the plastic wrapper intact.
 - d. Both a) and c)

2. How long can a fresh, unfrozen, store-bought turkey be stored in the refrigerator?
 - a. Twelve hours.
 - b. Eighteen hours.
 - c. Two days.
 - d. Five days.

3. Salmonella is:
 - a. A tasty holiday salmon dish.
 - b. A bacteria found only in fish.
 - c. A bacteria that grows in poultry.

4. Salmonella bacteria can be transferred to cooked poultry by:
 - a. Hand contact.
 - b. Using dirty utensils.
 - c. Contact with raw meat.
 - d. All of the above.

5. The safest time to stuff a turkey is:
 - a. The night before the dinner.
 - b. The morning of the dinner.
 - c. Immediately before cooking.
 - d. Never.

6. Your turkey is cooked when:
 - a. The temperature inside the thigh reaches 85°C (185°F).
 - b. The thick part of the drumstick feels soft.
 - c. The leg moves easily when lifted or twisted.
 - d. All of the above.

7. It's leftover time and you plan to refrigerate the remains of your stuffed turkey. You will require:
 - a. One large sealed container.
 - b. At least two containers.
 - c. Large amounts of aluminum foil.
 - d. A cryogenics unit.

- Answers:**
1. D. The best way to thaw a turkey is in the refrigerator or in cold water with the plastic wrap intact.
 2. C. Fresh, unfrozen, store-bought turkey can be stored in the refrigerator for up to two days, provided it is kept in the coldest part of the refrigerator. If you do not intend to cook it within this time, it should be frozen. Giblets should be removed from the body cavity because they spoil quickly.
 3. C. Salmonella is a bacteria found in poultry, and other foods. Eating it can cause nausea, vomiting, dizziness, and numerous other symptoms. In severe cases, and if left untreated, salmonella infections can be fatal.
 4. D. Salmonella can be transferred from raw to cooked meat by almost any form of contact. Wash your hands, utensils, can openers, dishes and work surfaces thoroughly after contact with raw meat.
 5. C. The safest time to stuff a turkey is immediately before cooking. If the bird is stuffed the night before, the hot stuffing creates a warm, moist atmosphere inside the bird – a breeding ground for bacteria. Remove stuffing immediately after cooking.
 6. D. All the above are correct. If you choose the temperature method, use a meat thermometer inserted into the thigh, and make sure the thermometer does not touch the bone.
 7. B. You will require at least two containers to store the turkey. Leftover stuffing should be removed from the turkey before refrigerating and stored separately.



100,000 Kids in Ottawa Now Wired for Safety

It could be any town in Canada – a seemingly innocuous village. But like any other modern community, it too is home to the potential for accidents from electrical hazards, if you're not aware of them. Most kids never give much thought to that green transformer box at the park or those overhead wires. However, once the young audience looks down at this tiny model of any town in Ontario, they soon realize that it looks a lot like the place where they live and play.

Electricity Safety and Conservation specialist, Danny Pece, uses "High-Line Hazard," an electrified display of a miniature village to demonstrate to a roomful of captivated students that electrical dangers surround them every day. This program, sponsored by Hydro Ottawa, has been educating young minds about electricity safety and conservation for the past five years.

Hydro Ottawa celebrated a major milestone this year in training the 100,000th Ottawa-area elementary student through its Electricity Safety and Conservation Program. This special moment in the program's history captured the attention of Ontario's Minister of Energy and Infrastructure, the Honourable Brad Duguid, who joined Hydro Ottawa President and CEO Rosemarie Leclair, and 290 students and teachers at Connaught Public School to celebrate this milestone this past June.

Since 2005, more than 700 presentations in 190 elementary schools across the Ottawa community have been delivered thanks to Hydro Ottawa's sponsorship. The program, which is available in English and French, is provided free-of-charge to students from kindergarten to grade eight. In addition to helping young students learn how to stay safe around electrical equipment, it also provides helpful tips about how to save electricity.

"We are very proud to have reached more than 100,000 students in Ottawa through this program," said Rosemarie Leclair, President and Chief Executive Officer of Hydro Ottawa. "It is an informative and engaging way to educate young children about electrical safety and energy conservation."

Injuries due to electricity are often life-altering and sometimes fatal. As a company with a long-standing commitment to safety, we want to help ensure that no child in Ottawa is injured because they are unaware of the dangers of electricity."

Students learn to recognize hazards around their home, including how they should never let their little brother or sister play with electrical cords or put their fingers, pencils or any other object into electrical sockets. Danny also tells them the heroic story of a young girl from Burlington who saved her mother's life and six other people when she remembered the lessons she learned from an Electricity Safety and Conservation presentation. They were in a car accident with downed wires. "She made them all stay in the car and saved her life and everyone else's that day," he explained.

School officials are pleased with the 'buzz' the presentation creates outside of the classroom. "I know our students really enjoy learning about electricity and they talk about the lessons they've learned afterwards with their friends and families at home as well. It's clear that Hydro Ottawa's Electricity Conservation and Safety Program provide children with important knowledge that lasts a lifetime," said Irene Cameron, Principal at Connaught Public School.

Hydro Ottawa is one of about 80 electrical utilities who have been working with schools across the province to help increase elementary students awareness about both energy conservation and safety.

Hydro Ottawa offers this program to schools in our service territory and they can learn more by visiting www.hydroottawa.com. Many other local utilities also offer similar programs. Teachers and parents should call their local utility to see what safety education programs are available in their community.

Submitted by Hydro Ottawa



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Canada Safety Council

1020 Thomas Spratt Place, Ottawa, ON K1G 5L5

Telephone: 613-739-1535 Fax: 613-739-1566

President: Jack Smith Editor: Valerie Powell (ext. 228)

Website: www.safety-council.org

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