Message from the Board

During the first week of May each year, ASCC holds Committee Week meetings in St. Louis, where nine committees and three councils meet over three days. The meetings are usually held at the ASCC office, but this year attendance was so large they were moved to a hotel.

I attended the Safety & Risk Management Committee (SRMC) meeting, along with 13 other concrete contractors from the East Coast, Midwest, South, Texas and California. Other participants included CEMEX, three from insurance partner CNA, Alliance Safety Council, and ASCC staff members. The new council director is Mike Schneider, Baker Concrete Construction, who took over from Scott Greenhaus of STRUCTURAL, who had provided remarkable leadership for the last two years. A strong indicator that we need to improve safety in our industry is that the council directorship transitioned from a top executive of the country’s fourth largest concrete specialty contractor, to another top executive with the largest.

It is customary to start our meetings by sharing safety moments, positive and negative, that members have experienced recently. This time Mike showed a video of a mother whose son had recently been tragically killed in an excavation collapse. She was speaking about her loss to over 300 construction industry leaders and workers in Cincinnati. Hearing her emotion and the effect on her family and all the people her son had touched was incredibly powerful. It was a strong reminder of the obligation we have to keep our workers safe.

ASCC’s new director of safety services, Joe Whiteman, reported on his busy first three months. The silica sampling program and database through CEA, where ASCC members can participate at reduced pricing, has received initial positive feedback from Fed OSHA. Work is being done on developing an app for easier access to ASCC’s safety reference documents such as JHAs, toolbox talks, Safety Manual, etc.

Other topics included ways to better manage construction defects, how to determine the true benefits of stretch and flex, further developing the Legacy Leadership Program that CEMEX so generously shared with ASCC, and an app for crisis management. It is clear the Council has a passion for finding or developing apps, especially those which can provide real time information. The use of safety helmets (with chinstraps) instead of the traditional hard hat, was discussed in detail, as a way to reduce traumatic brain injury.

Later in the day members from the various committees and councils filled a box at Busch Stadium to watch the Cardinals play my team, the Chicago White Sox. We long suffering White Sox fans are used to victory being snatched from us, and that is exactly what happened as the White Sox lost a 2-1 lead in the bottom of the 9th, and suffered a 3-2 walk off loss to the Cardinals.

Woo-hoo! (editor’s comment)

Executive Director’s Message

Bev Garnant

Time to send the kids to camp? Wish you could go with? If paving/parking lots is part of your market, the National Ready Mixed Concrete Association (NRMCA) will bring camp to you. NRMCA’s Parking Lot Boot Camp educates contractors and producers on strategies and tactics to partner, sell, convert and build concrete paving projects. Attendees learn ways other successful contractors approach key clients to present both new concrete and concrete overlays as paving options.

Boot camps came up at the Paving Committee meeting during Committee Week. Committee chair Paul Albanelli, and Jon Hansen, NRMCA Senior Vice President Local Paving, encouraged attendees to consider a boot camp for their company if they’re already in the market or contemplating adding it.
Choosing Value

Todd Scharich, Decorative Concrete Specialist

While flying back from Committee Week my mind was caught up in the topic of value. Typically when contractors are together the conversation ultimately drifts toward competitors that lowball the market. “We were given tools and knowledge to hit the ground running,” says Dylan Milis, Milis Flatwork, Kaukauna, WI. “In the last couple of years we were able to put the information to work, which in return helped us land several large parking lot projects. Having the proper sales tactics has really helped our sales team sell these projects.” No matter the size, the NRMCA promotion pros have worked with hundreds of engineers and national and regional owners to convert their jobs to concrete. They offer a wealth of experiences and they are most happy when they’re working with ASCC members. To find out more email Jon Hansen at jhansen@nrmca.com.

Safety & Risk Management Council

Randy Messing, Risk Control Consulting Director, CNA

Limiting Driver Distractions from Cell Phones

Focus on avoiding common distractions

Distracted driving poses significant risk to every business that has employees who drive company-owned or personal vehicles for company business. Common activities that divert attention from the road include texting, mobile phone use, eating/drinking, reaching for an object, talking with a passenger or reading navigation systems. According to the National Safety Council (NSC), traffic fatalities rose 6% in 2016, reaching an estimated 40,200 deaths – the highest since 2007. According to a 2017 NSC public opinion poll, 74% rated distracted drivers as a major concern for traffic safety. According to the National Safety Council, distractions now join alcohol and speeding as leading factors in fatal and serious injury crashes.

Common Cell Phone Distractions

- Phone calls
- Reading or composing text messages
- GPS
- Social media applications
- Taking photos/videos
- Surfing the web
- Adjusting music
- Watching videos

Vehicle crash statistics

The National Highway Traffic Safety Administration states that 94% of crashes are caused by human error. According to the NSC, a minimum of 27% of crashes involve drivers talking and texting on cell phones. There is three times the crash risk when engaging in visual-manual subtasks like reaching for a phone, dialing and texting (VTTI).

Texting

Texting is a distraction that requires all three types of attention – manual, visual and cognitive. Studies show that using voice-to-text is more distracting than manually composing texts. The NSC model estimates a minimum of 341,000 vehicle crashes involved the driver text messaging. Five seconds is the average time your eyes are off the road while texting. At 55 mph, that is enough time to cover the entire length of a football field (VTTI).

Talking

A common misconception about talking on the phone while driving is that use of a hands-free device is a safe alternative. The 2013 NSC model estimated 21 percent of crashes, or 1.2 million, involved talking on handheld and hands-free cell phones.

Company Responsibility

Under the doctrine of Vicarious Liability, employers may be held legally accountable for the negligent acts of employees committed during the course of their employment. Employers may also be found negligent if they fail to put a policy in place for the safe use of cell phones.
According to NETS, motor vehicle crashes at work cost employers an estimated:

- $25 billion total
- $65,000 per nonfatal injury
- $671,000 per fatality

More than 80 percent of the nation’s 94 million cell phone owners use them while driving – at least sometimes. Many states have legislation to regulate cell phone use and texting while driving. At least 13 nations, including England, Germany and Japan, have banned the use of cell phones when driving. Check state laws regularly as legislation may have changed.

In the past few years, cell phone usage has been an issue in several lawsuits, and employers are being held responsible if a worker causes an accident while talking on the phone. So why are employers concerned about cell phones? Cell phone records can be subpoenaed to prove the employee was on the phone when the accident occurred. Other distractions cannot be identified to a specific time, and many drivers don’t want to say they were distracted and not driving safely.

**While there is no guaranteed defense to liability, developing appropriate policies, training and enforcement mechanisms can help limit potential liability and increase public safety.** Several companies are deciding on a total ban to prohibit employees from using cell phones while driving company or personal vehicles for work. According to the NSC, 1% of companies believe productivity declined as a result of implementing a total ban. In contrast, other companies adopt cell phone safety guidelines and focus on training and enforcement. Each company should determine whether the benefits of employee cell phone use outweigh the risk. Many companies are opting for total ban on cell phone use unless absolutely necessary. All workers are at risk of crashes, whether they drive light or heavy vehicles, or whether driving is a main or incidental job duty. To protect themselves, employers should consider establishing a written policy restricting any use of a cell phone and ensure employees read and sign the policy. The restriction should include the use of hands-free headsets, since studies indicate it’s the conversation, not the physical act of holding the phone, that contributes to accidents.

A **Cell Phone Policy may include:**

- Total ban on all cell phone use while driving personal or company vehicles for work.
- Pulling over in a legal and safe location to use make phone calls, respond to text messages, or set up GPS.
- Asking a passenger to make or take the call.
- Informing regular callers of your driving schedule and when you will be available to talk.
- Planning calls prior to traveling or while on rest breaks.
- While driving, keeping your hands on the wheel and your eyes and mind on the road.


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**Tethered Tools: Fall Protection for Your Tools**

Joe Whiteman, Director of Safety Services

It has become second nature to know when fall protection equipment is required. However, the same emphasis and precautions should be applied to tethering tools. That’s right, we should take a moment to put thought and effort in securing tools when working at heights, to protect the individuals below us.

According to the Bureau of Labor Statistics, in 2016 alone there were 246 fatalities from struck by falling objects other than moving equipment. Of those 246, it is safe to assume a considerable share were a result of dropped tools. Unfortunately, many in the industry are familiar with injuries or fatalities from dropped tools. With these high numbers and knowledge of such incidents, it is prudent to give heightened attention to tethering tools. The International Safety Equipment Association (ISEA) has been developing an equipment standard solely for the prevention of dropped objects, including tools, ISEA 121. It is currently in the formal review process. Once approved, the American National Standards Institute (ANSI) will most likely adopt the standard.

Many owners, general contractors, and subcontractors have already taken the initiative to develop and implement a Tethered Tool Policy. I was pleasantly surprised while attending Committee Week, when several members on the SRMC board shared their experiences with tethered tools; what they are doing, as well as what general contractors implementing on their projects. They are working with many tool and safety equipment manufacturers to develop processes and tools to provide a solution. Several options pertain for tethering a tool: anchors at a fixed location, attachment points for retrofitting existing tools, manufacturer attachment options for new tools, a lanyard or tool tether that attaches your tool to an anchor point on the worker or a fixture, and containers, buckets, and tool bags to carry tools at elevated locations. All of these options allow a fix for the most demanding situations. Keep everyone safe by tethering that tool.
A group of twelve individuals met May 2 for three hours to discuss technical issues important to ASCC concrete contractors. Here are the highlights of that meeting.

**ACI-ASCC 117 Tolerances: Update**

The joint committee is working hard to meet the October deadline to have all the Chapters reformatted and balloted by October 2018. If this is accomplished, the committee can consider TAC comments and public comments with the intent to have the new document published in 2019.

**ACI-ASCC 310 Decorative Concrete: Update**

This is a new joint committee approved by ACI at the Spring Convention. This joint committee involves activities of ASCC, DCC and CPC. Currently, the committee is working on “Specification for Polished Concrete Finishes”. Many CPC members have been assisting in this effort. The goal is to have this published by the end of 2019.

**ASCC Laser Scanning: Update and New**

The ASCC Workshop on Laser Scanning for Concrete Tolerances held at the World of Concrete was discussed. In addition, the Technical Committee wants to host companies to laser scan two buildings for concrete tolerances to establish a repeatability and reproducibility statement. A plan is being drafted for this summer in the San Francisco area. Also, a draft document from ASCC has been presented to ACI-ASCC 117 requesting that TAC allow the committee to develop a new document, “Guide to the Use of Laser Scanning for Concrete Tolerances”. This should be approved by the fall ACI convention. Finally, ACI approved a 117 request for a technical session on laser scanning at the same convention, presenting the topics discussed at the Workshop.

**ACI 134 Constructability: New**

ACI’s *Concrete International* wants to publish a monthly constructability column. They are looking for topics: a short discussion and photos, then they will write it up. This is a great opportunity to get the constructability items that we face as concrete contractors into print so we have a collection to discuss with owners and the design team. Send your ideas to me and I’ll work with Rex Donahey, editor of CI, and Jim Cornell, chair of ACI 134, in getting these into print.

**ASCC Position Statements: New**

We discussed four possible Position Statements:

- Embed Plates
- Backcharges
- Cold joints
- Layout control for tall buildings

Much of the conversation was on embed plates for walls and slabs and on what contractors need; predrilled plate holes (by plate supplier) and a rebar interference check (by EOR) to position the plates within tolerances. We also discussed the issue of inspectors speculating on cold joints based on time between concrete placements. Finally, backcharges and layout control for tall buildings were discussed. We will draft a Position Statement on each topic and let the Technical Committee decide which three to move forward.

A big thank you to all those in attendance.

**Royale Concrete Wins BBB Torch Award for 2018 Top Ethics**

Des Moines, IA Thursday, April 19, 2018 – Royale Concrete, Fairfield, Iowa, was the recipient of a prestigious BBB Torch Award on Thursday, April 19 for outstanding ethics. The BBB Torch Awards are a tradition in Des Moines, IA for the last 25 years. The Torch Awards for Ethics honor companies whose leaders demonstrate a high level of personal character and ensure that the organization’s practices meet the highest standards of ethics, generating a high level of trust among employees, customers and the community.