



Appendix V – GMFL Safety and Occupational Health Plan

FS-6700-7 (11/99)

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| U.S. Department of Agriculture Forest Service | | 1. WORK PROJECT/ACTIVITY Backcountry/Wilderness Patrol and Travel | 2. LOCATION Green Mountain and Finger Lakes National Forests | 3. UNIT All |
| JOB HAZARD ANALYSIS (JHA) References-FSH 6709.11 and -12 (Instructions on Reverse) | | 4. NAME OF ANALYST Ken Norden | 5. JOB TITLE Wilderness Ranger | 6. DATE PREPARED January 1, 2010 |
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| Provide Training and Orientation | Lack of training/orientation leads to personal injury. | <ul style="list-style-type: none"> Project/activity supervisor shall ensure that all workers involved in Backcountry Travel or Wilderness Patrol are trained/oriented on the hazards and abatement actions outlined below. Project/activity supervisor shall ensure that all workers be alert to and communicate unanticipated hazards not listed below. Repeat training whenever a new employee or volunteer begins this type of work or when site conditions or work processes change. | | |
| Emergency Response | Lack of emergency response plan causes delays in obtaining emergency medical treatment. | <ul style="list-style-type: none"> Provide the following information for each work location and document on tailgate safety meeting form. Share with all project participants: <ol style="list-style-type: none"> Means of communication (radio, cell, satellite – see below) Primary contacts (F.S. dispatcher, GMC relay person, 911 Use) Search and Rescue (State Police and Incident Command System) Travel routes for emergency responders (Give GPS location if possible) Location of closest medical facilities (See “Guide to Working Safely Outdoors” for maps) How to contact Emergency Response (phone #s in “Guide”) | | |
| Radio Communications | Dead Spots, radio failure or lack of dispatcher could leave you without any means for calling for help in an emergency. Delays in emergency response could be fatal depending upon circumstances. | <ul style="list-style-type: none"> Sign out on the board from your duty station and have a contact listed. Make sure the front desk and your contact person is informed of your travel plans and when you anticipate returning to the office. Check in and out of a District office on Wilderness Patrol days. Ask if there are any messages. Include present location and travel plan changes in the transmission. Ensure the radio is working properly and that batteries are changed before going into the field. Always carry a backup clamshell battery. Be fully trained in radio use to avoid operator errors. Know who to contact and how, in the event FS is not monitoring (nights, weekends, | | |

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| | | <p>and off-season).</p> <ul style="list-style-type: none"> • Learn the locations of geographic dead spots and find alternative transmission locations. Supervisor should provide orientation on dead spots or areas where poor communication out are difficult. • Learn the effects of weather on radio transmission. • Learn the locations of all repeater stations. • Have a cell phone for backup and learn about those dead spot locations. | | |
| Visitor Contacts | Assaults or conflict with other Forest visitors or random acts of violence from them could result in you being seriously injured or killed. | <ul style="list-style-type: none"> • Check with law enforcement personnel about visitors on the Forest with a dangerous or violent history, where they have been seen, and when. Get a description of the person(s) and the license plate and vehicle make of what they are driving. • Inform someone of work plans, check in with the designated office daily, particularly if working alone. • Listen for the Alarm. We often receive a subtle, internal warning about an unsafe act before an incident occurs. Tune in to this warning, often manifested as an uneasy feeling or idea that something is wrong. Avoid hurrying, or being preoccupied in compliance/enforcement situations. Do not make contact with individuals if you are uneasy about the situation. • Try to be intentional about your actions, you may feel intimidated, but act in control. Keep cool. If the person you are speaking to is angry, listen-don't react. • Refer those who disagree with FS policy to your District Ranger. • When in doubt, quickly and quietly leave the area and seek help, if a dangerous situation is suspected. You may have to take an alternate route out requiring a vehicle pickup or leave some camping gear for retrieval at a later time. • Consider the implications for personal safety when deciding whether to wear a Forest Service uniform and/or drive a Forest Service marked vehicle. Remove your uniform shirt and any other agency identification if this strategic for your safety. • Learn the warning signs of a potential assault. Avoid dangerous situations and | | |

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| | | hostile visitors. <ul style="list-style-type: none"> • Avoid confrontations. Don't antagonize a potential assailant. Know when and how to escape. • Avoid contact situations where alcohol and/or drugs are present whenever possible. When camping, make your visitor contacts in the late afternoon or early evening before visitor contacts with alcohol or drug use is accelerated. • When visiting campsites, make your entrance known with a greeting, cough or whistling so as not to startle campers with illegal substances or weapons. Introduce yourself and make a positive impression in your conversation. • Keep your space and watch out for violent dogs. Some campsites will have dogs resting quietly at their campsite that will bite and are restrained only by a rope. • Recognize that any unknown visitor could be dangerous. • You can make your campsite a secret. Keep camps well hidden from trails, trailheads, or other occupied areas. Visitors may try and find you to make you deal with loud drug and alcohol related parties beyond your scope of authority and safety. • Watch for suspicious behaviors. If such behavior is noticed, leave the area. Don't take chances. • If working alone and interacting with visitors, pretend that a partner is nearby. If a person approaches and looks angry or threatening use your radio to alert dispatch or the district office. Even if you are in an area where you can not transmit, you can give the impression that you are in radio contact. • Make sure your radio has sufficient power and/or carry back radios or battery clamshell. • Know how to get help quickly. Radio for assistance, if necessary. • Be particularly watchful when entering and exiting trailhead parking areas or concentrated use areas. Look the area over for unknown persons of disturbances. • Never get into a private vehicle. If you are stranded, radio for help and stay in your rig until help arrives. • If you meet individuals on isolated roads, stay in your vehicle, let them approach | | |

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| | | you. | | |
| Campsite Maintenance | Downsizing, cleaning, or removing fire rings can expose hidden hazards like broken glass, sharp metal or hot coals. | <ul style="list-style-type: none"> • Carefully use your bare hand to feel for heat above a fire pit before you decide to downsize, clean or remove one. Use a stick or shovel for stirring. Add water from a stream or pond using a trash bag or another container to put out any unattended campfires. • Always use leather gloves when downsizing, cleaning or removing fire pits. • Carry a foldable shovel, a bag or bucket to remove excessive ash and coal build up in fire rings and disperse carefully away from sites and trails. • Move large fire pit rocks with assistance. Use back safety moving and lifting techniques when downsizing or removing large or multiple fire rings: <ul style="list-style-type: none"> ○ When lifting, keep your head up, back straight, butt down and use your legs to lift. ○ When lifting, never reach your hands below your knees to begin a lift. Bend knees, squat (squats are hard on knees and difficult for most people to do except for light loads so minimize squat lifts – use kneeling or other methods), kneel one or both knees on ground, or use other methods to lift heavy objects or make repeated lifts. ○ Keep the load close to your body. ○ As you lift or set down heavy objects, lift your chin up to help keep your back in its neutral strong position (to avoid rounding your lower back). ○ Do not rotate torso or knees more than 15° left or right while lifting or carrying a load. Take a step to make a turn. ○ Roll rocks instead of lifting them wherever possible. ○ Work slowly to prevent crushing hands and feet. ○ Wear heavy duty gloves. ○ Work in teams for heaviest work. <u>Know and do not exceed your personal ability.</u> | | |

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| Camping: Base Camp and Individual Campsite Area Selection | Camping under dead trees, widow makers or snags or in river floodplains can cause serious injury or death. | <ul style="list-style-type: none"> • Thoroughly check and look for dead trees, missing tree tops, widow makers, snags within your surrounding base camp and individual campsite areas. (If found, DO NOT CAMP THERE) • Select a campsite that is in a dry and stable location when camping near rivers, streams and gorges. • Avoid depressions that will fill with water. • Monitor weather reports on your radio and adjust plans to the conditions. | | |
| Camping: Animal Problems | Leaving food out accessible to animals attracts small and large mammals to your campsite endangering your food supply and threatening your well being. | <ul style="list-style-type: none"> • Use the Leave No Trace practice of hanging food up in a tree using a bear bag, bear proof container or bear box if provided. • Give animals space that come through or invade your campsite. • Separate your cooking area from your sleeping area. • Never bring food into your tent. • Find out if there are known animal problems in the areas you will be traveling and/or camping in. Take the necessary precautions. | | |
| Off Trail Travel: Over-Head Hazards | Falling trees or dead branches can whack you on the head fracturing your skull and causing debilitating concussions, fatal blows or brain hemorrhages that cause death or permanent | <ul style="list-style-type: none"> • Wear a hard hat labeled as meeting ANSI Z89.1 2003 or later – preferably one with a 6-point suspension - when not on a trail. • Learn to identify hazard trees. • Look up! Do not camp or take breaks within 1.5 tree lengths of a hazard tree. Be watchful in windy conditions. • Look at the trees before you grab them for support going up and down steep hills to make sure they are live and strong. | | |

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| | neurological impairment. | | | |
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| Off Trail Travel: Wilderness Boundary and Remote Site Monitoring | Getting lost or disoriented could leave you in a life threatening situation. | <ul style="list-style-type: none"> Identify and pre-plan travel routes so you get started in the field on time. Learn how to use and carry maps and a compass. Write your settings down. Learn how to use and carry a GPS unit for backup. Waypoint your starting point. Monitor travel on a map, and note landmarks along way. Carry a basic survival kit and enough equipment to survive. If injured stay where you are. Radio for assistance and wait patiently. If you become lost, do not panic. If nightfall or bad weather are imminent, stay where you are. Make cover (camp) for yourself. Radio for assistance and wait patiently. If you are not injured and have favorable weather and plenty of sunlight, you can follow a stream course downhill until you reach a road or civilization. | | |
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| On and Off Trail Travel: Fatigue | Fatigue increase the likelihood of missteps and errors in judgment that can lead to falls or other serious injures. | <ul style="list-style-type: none"> Maintain a high level of physical fitness. If possible, begin an aerobic, balance, and strength regimen at least 8 weeks prior to working in the backcountry. Otherwise gradually ramp up the work intensity to allow yourself time to get into good physical condition. Warm up and stretch the appropriate muscle groups before hitting the trail. Wear proper footwear (boots) with ankle support & traction tread. Wear good quality boot socks with wicking liner socks (carry extra). Wear boots that are fitted properly. Test and use secure footing. Move cautiously and deliberately. Never run. In heavy undergrowth, particularly off-trail, slow down and watch carefully. Look ahead – see the trail (don't step on what you can step over). “If you walk, don't gawk. If you gawk, don't walk.” Know how to fall. Roll, protect the head and neck, and do not extend arms to break | | |

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| | | <p>fall.</p> <ul style="list-style-type: none"> • Plan extra time and effort for foot travel when conditions are wet and more slippery. • Use trekking poles if desired. Trekking poles increase safety by helping balance, assist to maintain secure footing, and reduce the stress on knees and thighs. Trekking poles also improve endurance. They help relieve tension in back muscles and reduce stress to the spine. • Plan to use ski poles, crampons or yak tracks when icy or if snowy conditions prevail. • Carry snowshoes in conditions where the case of post holing may occur. • Use pack equipment properly. Carry weight on hips, not back. • Do not exceed physical abilities or equipment design. Use a pack board when appropriate. • Know your own strengths and weaknesses and stay within your limits. • Regulate body temperature by taking the time to layer and change clothes. • Take breaks, as needed. Eat well and drink water. Avoid over exertion. • Use extra care at the end of the day, when fatigue is most likely and trail accidents are most common. | | |
| On and Off Trail Travel: River Crossings | High or swift water levels could cause you to be swept off your feet and drowned or injured due to impacts with rocks and river debris. | <ul style="list-style-type: none"> • Check local weather reports for flooding possibilities. Change plans and travel routes as needed. May need to coordinate a vehicle pickup at a new location. • Don't attempt to cross the flooded area, particularly if the water is moving. • If water levels are too high or velocity is too swift, discontinue the activity until conditions become safe to operate. • Evaluate a stream before entering. Follow the "rule of 10": <ol style="list-style-type: none"> 1. If stream is 1 foot deep and flowing @10 ft./sec, it is too hazardous to wade. 2. If stream is 2 feet deep and flowing at 5 ft./second, it is too hazardous to wade. • If you do enter a stream and discover it is too dangerous to wade, back out using your | | |

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| | | wading pole for balance. <ul style="list-style-type: none"> Don't park in or adjacent to areas prone to flooding, such as washes, streams, or depressions. | | |
| On and Off Trail Travel: Insect Stings | Insect stings in backcountry areas can kill you or a crew member | <ul style="list-style-type: none"> Follow the guidelines in bee stings and insect bites in the "<i>Guide To Working Safely Outdoors on the GMFL</i>". Be sure to report all tick bites so they can be recorded on an occupational exposure form in case a tick borne infection develops later. | | |
| On and Off Trail Travel: Encounters With Wild Animals | Moose, Mountain Lion, and bear can kill or seriously injure you. | Follow the guidelines in the " <i>Guide To Working Safely Outdoors on the GMFL</i> ". | | |
| On and Off Trail Travel: Working in Warm/Hot Weather | Heat exhaustion and dehydration Water borne illnesses | <p>DRINK PLENTY OF POTABLE WATER. Take periodic breaks in shaded areas. Pace yourself while working.</p> <ul style="list-style-type: none"> Drink frequently throughout the day, consuming at least one liter per hour of water during hot weather and strenuous physical activity. Urine should be light colored. Dark yellow urine is an indication of dehydration. Stop and re-hydrate. Carry water or a water filter, or treat or boil water for at least 5 minutes before consumption to avoid sickness such as Giardia. | | |
| On or Off Trail Travel: Outdoor Work in the Sun | Exposure to ionizing radiation (sun) increases the likelihood that you will contract skin cancer. | <ul style="list-style-type: none"> Follow the guidelines in the "<i>Guide To Working Safely Outdoors on the GMFL</i>". | | |

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| Extended Driving and Travel | Falling asleep while driving could result in your driving off the road or out of your lane into oncoming traffic causing a major crash with potentially serious injuries or death to you or occupants of your or other vehicles or major vehicle collision damage. | <ul style="list-style-type: none"> • Follow established work/rest policy. Only 10 hours/day may be spent driving, with breaks every 2 hours. • Do not exceed a shift length of more than 12 hours in any work day. • Take a break of at least 30 minutes not less than once every 6 hours worked. • <i>If you know you are prone to sleepiness while driving, notify your supervisor.</i> • <i>If you find yourself becoming sleepy, switch drivers or pull over and take a nap or seek overnight lodging when possible</i> • Recognize the symptoms of drowsy driving: <ul style="list-style-type: none"> o Yawning o Inability to keep eyes open and head raised o Not remembering last few miles, missing signs o Drifting out of lane, hitting rumble strips, accidentally tailgating • Avoid drowsy driving by: <ul style="list-style-type: none"> o Get sufficient rest on an ongoing basis. <u>97% of us need 8 to 8 1/2 hours of sleep per night.</u> [What is the likelihood that you are one of the remaining 3% who only needs 6 1/2 hours per night (not likely)? How much sleep are you getting?] o If you are prone to drowsiness, have a second person accompany you. o Avoid taking alcohol or medications that can cause drowsiness if you will need to drive. If you have had alcohol or taken such medications, do not drive. • Methods that are effective at preventing sleep related crashes: <ol style="list-style-type: none"> 1. Engage in conversation with a passenger. 2. Take a 10-20 minute nap break if feeling drowsy. 3. Drink coffee (delayed effect, short duration, and less effective than 1 & 2). • Use personal eye motion monitors, head tilt monitors, or vehicle drift sensors if these measures cannot be implemented effectively and if you must drive and drowsiness while driving continues to be an issue. | | |

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| | | Stopping to stretch or exercise briefly, turning up the radio, or opening windows are <u>not effective</u> at preventing sleep related vehicle crashes. | | |
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| REVIEWED BY SAFETY OFFICER | | TITLE | | DATE |
| | | Safety and Occupational Health Specialist | | |
| 10. LINE OFFICER SIGNATURE | | 11. TITLE | | 12. DATE |
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| JHA Instructions (References-FSH 6709.11 and .12) | Emergency Evacuation Instructions (Reference FSH 6709.11) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p>The JHA shall identify the location of the work project or activity, the name of employee(s) involved in the process, the date(s) of acknowledgment, and the name of the appropriate line officer approving the JHA. The line officer acknowledges that employees have read and understand the contents, have received the required training, and are qualified to perform the work project or activity.</p> <p>Blocks 1, 2, 3, 4, 5, and 6: Self-explanatory.</p> <p>Block 7: Identify all tasks and procedures associated with the work project or activity that have potential to cause injury or illness to personnel and damage to property or material. Include emergency evacuation procedures (EEP).</p> <p>Block 8: Identify all known or suspect hazards associated with each respective task/procedure listed in block 7. For example:</p> <ul style="list-style-type: none"> a. Research past accidents/incidents. b. Research the Health and Safety Code, FSH 6709.11 or other appropriate literature. c. Discuss the work project/activity with participants. d. Observe the work project/activity. e. A combination of the above. <p>Block 9: Identify appropriate actions to reduce or eliminate the hazards identified in block 8. Abatement measures listed below are in the order of the preferred abatement method:</p> <ul style="list-style-type: none"> a. Engineering Controls (the most desirable method of abatement). For example, ergonomically designed tools, equipment, and furniture. b. Substitution. For example, switching to high flash point, non-toxic solvents. c. Administrative Controls. For example, limiting exposure by reducing the work schedule; establishing appropriate procedures and practices. d. PPE (least desirable method of abatement). For example, using hearing protection when working with or close to portable machines (Chain saws, rock drills, and portable water pumps). e. A combination of the above. <p>Block 10: The JHA must be reviewed and approved by a line officer. Attach a Copy of the JHA as justification for purchase orders when procuring PPE.</p> <p>Blocks 11 and 12: Self-explanatory.</p> | <p>Work supervisors and crew members are responsible for developing and discussing field emergency evacuation procedures (EEP) and alternatives in the event a person(s) becomes seriously ill or injured at the worksite.</p> <p>Be prepared to provide the following information:</p> <ul style="list-style-type: none"> a. Nature of the accident or injury (avoid using victim's name). b. Type of assistance needed, if any (ground, air, or water evacuation). c. Location of accident or injury, best access route into the worksite (road name/number), Identifiable ground/air landmarks. d. Radio frequencies. e. Contact person. f. Local hazards to ground vehicles or aviation. g. Weather conditions (wind speed & direction, visibility, temperature). h. Topography. i. Number of individuals to be transported. j. Estimated weight of individuals for air/water evacuation. <p>The items listed above serve only as guidelines for the development of emergency evacuation procedures.</p> <p style="text-align: center;">JHA and Emergency Evacuation Procedures Acknowledgment</p> <p>We, the undersigned work leader and crew members, acknowledge participation in the development of this JHA (as applicable) and accompanying emergency evacuation procedures. We have thoroughly discussed and understand the provisions of each of these documents:</p> <table style="width: 100%; border: none;"> <thead> <tr> <th style="text-align: center;">SIGNATURE</th> <th style="text-align: center;">DATE</th> <th style="text-align: center;">SIGNATURE</th> <th style="text-align: center;">DATE</th> </tr> </thead> <tbody> <tr> <td style="border-top: 1px solid black; width: 25%;"></td> <td style="border-top: 1px solid black; width: 25%;"></td> <td style="border-top: 1px solid black; width: 25%;"></td> <td style="border-top: 1px solid black; width: 25%;"></td> </tr> <tr> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> </tr> <tr> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> </tr> <tr> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> </tr> <tr> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> </tr> <tr> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> </tr> <tr> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> <td style="border-top: 1px solid black;"></td> </tr> </tbody> </table> | SIGNATURE | DATE | SIGNATURE | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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