Issue 13

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Black Construction Corporation

Excellence Newsletter

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Message from the General Manager

Greetings & Hafa Adai:

Here we are in the middle of the year and I'm certain that many of you would like an overview of where we are as an organization with work in progress but most importantly, what's in front us to potentially bid and secure.

The first half of 2015 has been very challenging overall for the company. Our efforts to secure other MILCON projects continues to elude us creating a lack of revenue for the Guam operations. This has contributed to a shortfall in meeting our financial goals for the first half of the year. Although disappointing, it's imperative that we all continue to remain focused and diligent to our responsibilities and daily goals. This will ensure positive results as we move into the 3rd quarter and close out the year.

Our work on Guam continues to move in a progressive direction. Weather permitting, the final liner work on the Ordot Landfill Closure will be completed by the end of August, a significant feat of engineering and construction execution performed by the entire project team. The first phase of the Port Authority project will be turned over on Friday, July 31st. This project has been challenging however, we are happy to report that Phase I is finally complete. Lockwood Phase I is coming to a close and fortunately Bruce has been able to push an early start on the demolition work of Phase II to keep our craft personnel working. Luen Fung is nearing completion of the main structural work. We look forward to having this completed on schedule as well. Kudos to Manny Concepcion and his team for the excellent work performed on the Harvest Chapel expansion.

Noel Villegas and company continue to place E.E. Black on Track in the Philippines. The Manila and Cebu teams continue to execute high quality work on time with excellent reviews from our clients. Hats off to Benjie Sagadal and his entire estimating and engineering teams for continued performance in securing quality work for the company.

I'd be remiss in not mentioning our Diego Garcia Team. From Mr. Agsoy to Mr. Redolozo and the entire team in DG, please continue to strive for excellence. Great job everyone, keep up the excellent work! For those who are unaware, the Diego IDIQ contract has grown significantly to a current award value of $42.2 million. What a wonderful opportunity for us to be committed to. We have recently completed the Softball Field which is one of the original seed projects. Congrats to the Team! An awesome looking job! We may send some photos to the New York Yankees and possibly get a game organized at the new field. All we need is some hot dogs, an organ and of course the opposing DG team. What a contest that would be!

On behalf of BCC, I'd like to commend the entire estimating department and their conductor, John McSweeney, for their tireless efforts to secure more work for Team Guam. It is also with a humble heart that I thank each and every one of you for your hard work and continued dedication to the Black Group.

On behalf of Senior Management, I would like to extend a safe and continued Hafa Adai to everyone and your families.

LKK

Agfayan Bridge Project

This project included the replacement of existing bridge carrying Route 4 over the Agfayan Bay in the village of Inarajan. The existing bridge decks were removed, the existing foundations were modified and new concrete girders and bridge decks were installed.

The existing approach slabs and guardrails were also replaced. AC pavement repair, pavement markings and other miscellaneous work was done to complete a useable facility. All demolition work to the existing superstructures and new construction were accomplished above the water line.

View from Merizo

Team Agfayan

View from Inarajan

Safety Tips – Near Miss Reporting

IMPLEMENTING A NEAR MISS REPORTING SYSTEM - BCC's Near-Miss Reporting Procedure promulgated in February 2010 applies.

An Employee may recount a story of a "close call" at work. He or she also may describe the incident as a "near collision" or "narrow escape." All these terms refer to a near miss. A near-miss incident is an event that, although not resulting in an injury, illness or damage, had the potential to do so.

According to a 2013 case study developed through an alliance between OSHA and the National Safety Council, near misses generally are the result of a faulty process or management system. However, a non-reporting culture can be corrected. Reporting near misses can "significantly improve worker safety and enhance an organization's safety culture," OSHA and NSC state.

BEST PRACTICES

Not sure where to start when developing a near-miss reporting system? OSHA and NSC offer best practices:

- Leadership by-in is critical. Those at the top need to establish a reporting culture that reinforces the importance of identifying and controlling hazards at every opportunity.
- Employees should not be punished for reporting a near miss. Consider allowing anonymity for workers

Safety Tips – Near Miss Reporting (continued)

reporting an incident.

- Always investigate a near-miss incident to determine how and why it happened, as well as how to prevent it from occurring again.
- Use the result of a near-miss investigation as an opportunity to improve your organizations' safety system.
- Recognize that reporting near misses is crucial to preventing serious injuries

EMPLOYEE PARTICIPATION

A near-miss reporting system will not work without employee participation. To encourage involvement, OSHA and NSC recommend the following:

- Educate workers on why near-miss reporting is important. Be sure they know how to navigate the reporting process.
- Train new employees on the use of the reporting system.
- Do not let your near-miss reporting system fall by the wayside – actively communicate its importance to all employees.
- Regularly reiterate that your reporting system is non-punitive.
- If initiating an incentives program, be sure to avoid incentives that discourage reporting. A good incentives program will actively recognize the reporting of hazards.
- Celebrate your program's successes.

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Safety Committee News

One aspect of the Safety Committee's involvement in the company's safety program is conducting site inspections to new and ongoing projects. Information is gathered and documented in Site Safety Assessment Checklists. Once completed, the checklist is submitted to the respective project teams for their evaluation and to perform corrective actions if necessary. After the initial assessment, each jobsite is then revisited with a follow-up and final inspection to ensure preventative measures are still in place or has been implemented.

Another attribute that does not go unnoticed is the effort each individual puts into TEAMWORK and the guidance of management and supervisors alike. Together we aim to create a safe and accident-free work environment.

We are always looking to expand our team and highly encourage anyone to join. If interested, please contact Randy Godoy (randyg@blackguam.com) or Melissa Perez (melissap@blackguam.com) or other committee members.

Gerry Delfin, Jeff Gunston, Randy Godoy (Chairperson), Melissa Perez (Co-Chairperson), Dawna Balgame and Melinda Cantara – *not pictured, Taralynn Farnum and Fred Mendiola*

Ordot Dump Closure Project

The Ordot Dump Closure Construction and Dero Road Sewer Improvements project will close the dump site. It consists of the installation of an impervious dump cover system comprised of a tiered structure with benches, leachate collection, gas collection, and drainage structures. The construction will also include excavation of stormwater detention/ wetland ponds, installation of leachate storage and pumping system, a gas flare, drainage channel relocation, grading of access roads, and the installation of a sanitary sewer system on Dero Road. The construction will involve grading, demolition of existing buildings and pavement, underground utilities, and planting and seeding.

One of the significant challenges on the job is the working access. The design of having only one access road going to top deck and one-way intermediate narrow benches has reduced our anticipated equipment time motion in shaping the trash, deploying geosynthetics, and handling/placing the infill and protective cover materials. This greatly impacted the sequence of the capping work. The weather in Guam poses the greatest challenge. The moisture sensitive installation of the capping system inside waste limit with engineered layers of geocomposites and geomembranes along with the installation of a compacted foundation and two feet layer of protective cover soil created a delicate time sensitive schedule. However Black Construction Corporation is mitigating this to the maximum extent possible.

One of the major accomplishments of the project thus far is that the leachate control, storage and conveying system was officially put into service on January 30, 2015 and that marks the completion of the project's "1st milestone- the Phase 1 construction of dump closure related work."

Currently, the project is pumping more than 13,000 gallons every day. The overall system includes the perimeter leachate collection trench which collects the leachate from the mountain of trash and then stores into three 16,000 gallon leachate storage tanks. The leachate is being pumped from the storage tanks into Dero Road gravity sewer line via the 4" force main pipe. The leachate pump is capable of pumping effluent at a flow rate of 80 GPM. The leachate flows into Dero road pump station and is being transferred to the Hagatna waste water treatment plant.

To date, Phase 2 capping system is fully underway and the project team is currently deploying geosynthetics at the West phase. BCC is working toward to a July 2015 completion of Phase 2 construction. Overall, the project is forecasted to be completed a few months ahead of the February 14, 2016 contract

638 days and over 400,000 manhours worked without a Lost Time Accident.

U.S. Army Corps of Engineers EM 385-1-1

The U.S. Army Corps of Engineers (USACOE) Safety & Health Manual (EM 385-1-1) released their newly **revised November 30, 2014** manual. Some of the many section revisions in EM 385-1-1 2014 include:

Section 1: Program Management. Revisions to this section include edits to the written, site-specific Accident Prevention Plans (APP's) requirements and detailed Activity Hazard Analyses (AHA's) that identify tasks, potential hazards, and control strategies. Site Safety and Health Officers (SSHOs), experienced with 5 years continuous experience, will be a "full time" responsibility, with the SSHO present at the project site, located that they have full mobility and reasonable access to all major work operations during the shift. The SSHO shall also be an employee other than the supervisor unless otherwise specified by contract or coordination with the local USACE. Revisions surrounding an SSHO's education and experience are also included in the EM 385-1-1, 2014. The SSHO's training requirements include 30-hour OSHA Construction or General Industry safety class or equivalent (may be web-based training if the student is able to directly ask questions of the instructor by chat or phone), or as an equivalent, formal construction or industry safety and health training covering the subjects of the OSHA 30-hour course and the EM 385-1-1. There is also the annual 8-hour refresher training requirement. A unique revision to the EM 385-1-1, Program Management Section 1 is the addition of requirements for "Fatigue Management" planning. A Fatigue Management Plan must identify affected workers, management responsibility, training, and controls established at the worksite.

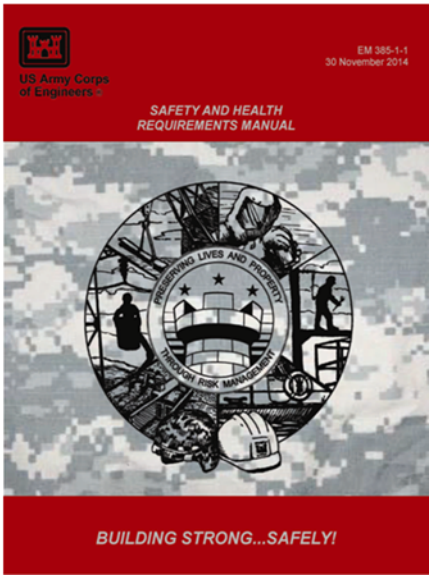
Section 5: Personal Protective and Safety Equipment. Several revisions have occurred to hearing protection and noise control, as well as hand protection.

Section 6: Hazardous and Toxic Agents or Environments. One will recognize familiar Globally Harmonized System (GHS) and OSHA HAZCOM wording. Heat and Cold Stress Management is another important section that will be enforced on both CONUS (Cont. U.S.) and OCONUS (Outside U.S.) locations.

Section 15: Rigging/Section 16: Load Handling Equipment. Those familiar with OSHA's Subpart CC Crane regulations will recognize new requirements for riggers, signal persons, and crane operators experience and credentials, as well as documented and approved lift plans.

Section 21: Fall Protection. Pay careful attention to the new training requirements which include a minimum of 24 hours, with a combination of at least 16 hours of formal classroom training and 8 hours of practical application, and performed by a Competent Person (CP) trainer or a Qualified Person (QP) trainer conforming to the requirements of ANSI/ASSE Z490.1, Criteria for Accepted Practices in Safety, Health and Environmental Training.

Section Removals and Migrations. Most notably: Section 28 Hazardous Waste Operations and Emergency Response is now Section 29. Steel Erection



is now Section 28, extracted from Section 27 Concrete, Masonry, Steel Erection and Residential Construction. Section 29 Blasting, Section 30 Diving Operations,

Section 33 Munitions and Explosives of Concern are slated to be removed in their entirety. Section 34 Confined Space Entry is now Section 33 with 4 additional pages, and includes a Decision Flow Chart and Entry Permit.

Appendices. Many helpful document templates can be found in the appendices including Accident Prevention Plan (APP's), Mishap Reports, and Crane Lift Plans.

Electronic copies have been made available for desktop ready reference. You can download the link at http://www.publications.usace.army.mil/Portals/76/Publications/Engineer Manuals/EM_385-1-1.pdf.

A Fatigue Management Plan must identify affected workers, management responsibility, training, and controls established at the worksite.

Luen Fung Tamuning Cold Storage

The new building footprint will be approximately 11,551 s.f., and loading bay will be an additional 5,438 s.f., for a total building square footage of 16,989 s.f.. The building itself will consist of concrete walls, metal trusses, and a concrete roof. Interior of the building will include insulated panels to create a refrigerated area for storage. A separate generator building will be constructed next to the new cold storage facility, and will be built using grout filled masonry units. This will house the genset, two restrooms, and the refrigeration equipment. Currently the plans indicate that a new leaching field will also be constructed to handle two additional restroom facilities. Miscellaneous structures also include a fuel storage containment unit, concrete retaining wall, and privacy fencing. The entire parcel of land that is available for the construction encompasses approximately 25,350 s.f.

274 days and over 40,000 manhours worked without a Lost Time Accident.

What prompts an OSHA inspection?

MANY DIFFERENT CIRCUMSTANCES can prompt an OSHA inspection, ranging from a workplace death to mere chance. The following are some of the reasons why OSHA may inspect your facility:

- Catastrophes and fatalities
- Employee complaints
- Referrals, which can come from any entity, including another government agency
- Programmed inspections, in which worksites are randomly selected or based on emphasis programs, injury rates or previous citations
- Follow-up inspections

An OSHA inspector could visit your worksite without warning. Employers need to be prepared to accommodate an inspection, including knowing who the contact point will be, where various documents are located and how to respond to inspector questions.

Key points:

- Confirm the identity of the OSHA compliance officer, and find out the scope of the inspection.
- The inspection will mostly entail a compliance officer taking photographs and notes, as well as asking questions of the employer and employees.
- The employer will learn from the compliance officer what hazards were found during the inspection and should fix those hazards as soon as possible.

Conduct yourself in a professional manner when in the presence of the compliance officer, and keep your cool during the entire inspection process.

KUDOS!

CONGRATULATIONS to Mr. Wesley Herron and Mr. Eric Mandell for successfully passing the Board of Certified Safety Professionals Safety Train Supervisor Construction (STSC) exam.

The STSC examination program is intended for managers, first-line construction supervisors, superintendents, foremen, crew chiefs, and craftsmen who have responsibilities to maintain safe conditions and practices on construction job sites. There are currently over 7,000 individuals who actively hold STSC certifications.

Both Eric and Wesley have recently been certified as 3M respirator fit testers as well.

Eric Mandell

Wesley Herron

3M Science. Applied to Life.™

STSC

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Advancing the Safety, Health and Environmental Professional Since 1969

Lockwood Housing Project

This project provides for the improvement to 60 housing units at Harbor Heights, Lockwood Terrace Phase I, Naval Base Guam. It includes upgrade and reconfiguration of interior living spaces such as, living room, dining area, kitchen, hallways, bedrooms, bathrooms and utility areas to meet current requirements and functionality.

Improvement/expansion will also include to accommodate a family room; concrete covered patio to include aluminum screen enclosure, door and roll-up shutters; laundry to accommodate washer and dryer; convert existing carports to garages to include sectional door with remote control; and provide concrete enclosure for waste bins.

This project will also convert five percent of the housing units into accessible units to comply with Americans with Disabilities Act (ADA) / Architectural Barrier Act (ABA).

575 days and over 350,000 manhours worked without a Lost Time Accident.

Commercial Port Expansion Project

The scope of work includes the construction of a new container yard, entrance and gate facility; new domestic water and fire distribution system with a 270,000 gallon prestressed concrete storage tank; a new electrical load center and associated electrical distribution; high mast lighting; stormwater sewer system and outfall; oil/water separators and wash rack facility.

430 days and over 280,000 manhours worked without a Lost Time Accident.

"Safety is not an intellectual exercise to keep us in work. It is a matter of life and death. It is the sum of our contributions to safety management that determines whether the people we work with live or die" – Sir Brian Appleton after Piper Alpha

Pre-diabetes: Time to Act

Moderate lifestyle changes can make a big difference, experts say

Health care providers hear a variety of responses when a patient learns he or she has pre-diabetes. The comments range from "This is getting serious" to "This is going to impact my health" to "Phew, glad I don't have diabetes. I'll worry about it later."

Ann Albright, director of the Centers for Disease Control and Prevention's Division of Diabetes Translation, finds that last statement to be the most troubling.

"It's so much better to invest time and energy early on instead of waiting until things are rolling so far down the road," Albright said. "The evidence is quite strong—if you intervene early in the course of the condition, the better off you're going to be."

What is pre-diabetes?

Pre-diabetes occurs when a person has a blood sugar level higher than normal, but not high enough to be diagnosed with type 2 diabetes. In 2012, 86 million American adults 20 and older were living with pre-diabetes– an increase from 79 million in 2010– according to the American Diabetes Association.

In addition, 15 percent to 30 percent of people with pre-diabetes will develop type 2 diabetes within five years if they don't make changes to improve their health, the CDC states.

Certain factors increase a person's chance of developing pre-diabetes, according to CDC and the ADA. They include:

- Age (particularly after 45)
- Being overweight or obese
- Being physically active less than three times a week
- Having a parent, brother or sister who has diabetes
- Having high blood pressure or taking medication for high blood pressure
- Having low HDL ("good") cholesterol and/or high triglycerides

Small steps to better health

Good news: You can improve your health and potentially prevent pre-diabetes or type 2 diabetes. If you have pre-diabetes, eating healthier and being more physically active can decrease your risk of developing type 2 diabetes by 50 percent, according to the CDC.

The ADA also offer these tips for improving your diet and exercise routine:

- Park farther away from stores to increase the number of steps you take each day
- Take the stairs instead of the elevator
- Start dinner with a salad of leafy greens, which can help fill you up
- Replace soda and juice with water

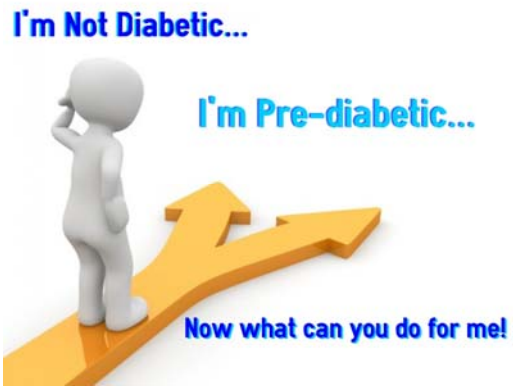
The cost

Health care providers hope awareness of pre-diabetes continues to grow, as the condition can have costly ramifications. The economic burden of pre-diabetes rose 74 percent to $44 billion over five years, according to a study published in the December issue of *Diabetes Care*.

"One in 3 American adults has pre-diabetes, and a lot of people don't know it," Cypress said. "We're trying to prevent 1 in 3 from having diabetes. Diabetes is expensive. We're going to be very unhealthy society if we don't do anything."

Know your risk ?

The Centers for Disease Control and Prevention offers a quiz to help determine a person's risk of developing pre-diabetes. Go to *www.cdc.gov/diabetes/prevention/pdf/prediabetestest.pdf* to take the quiz.



Permissible Exposure Limit (PEL)

QUESTION: TWA/STEL/PEL/WEEL/IDLH….What does this all mean?

ANSWER: In the world of gas detection, as in many technical realms, there are a multitude of acronyms. One can only dream of a BBOGDA (Big Book of Gas Detection Acronyms) to guide you through the dizzying list of terms that read like a bowl of alphabet soup. I'll discuss a handful of these terms that could be pulled directly from this much-needed, albeit fictional, reference.

So what exactly are TWA, STEL, PEL, WEEL and IDLH? Are they related? Do they mean the same thing? Who regulates all these letters? Here are some simple definitions**.**

Time Weighted Average (TWA) is the average exposure to any hazardous gas in the workplace based on an eight-hour workday or 40-hour work week. It is the maximum amount one may be exposed to without experiencing significant adverse health effects over said period. Once the TWA has been exceeded, the worker may not re-enter the space for the remainder of the day.

Short-Term Exposure Limit (STEL) is an allowable average exposure over a short period of time, typically 15 minutes, and should not be exceeded more than four times in a day as long as the time weighted average is not exceeded. If the predetermined limit has been exceeded, the worker must remove him- or herself from the hazard for at least on hour.

Permissible Exposure Limit (PEL) is a regulatory limit on the amount or concentration of a substance in the air. This is usually based on an eight-hour time weighted average (TWA), although some are based on short-term exposure limits (STEL).

Workplace Environmental Exposure Limit (WEEL) may be expressed as TWA. Different time periods are specified depending on the properties of the agent. An eight-hour TWA indicates a time weighted average concentration for a normal eight-hour workday and a 40-hour work week. It could also be expressed as a ceiling limit and that should not be exceeded at any time during the workday.

Immediately Dangerous to Life or Health (IDLH) is "an exposure to airborne contaminants that is likely to cause death or immediate or delayed permanent adverse health effects or prevent escape from such an environment" as defined by NIOSH.

As a recap, PEL can be measured in STEL or TWA; and WEEL is measure in TWA. Both are meant to keep you safe on a daily basis, but IDLH is meant to keep you from a very early grave. These acronyms stem from a number of different organizations such as OSHA, the American Industrial Hygiene Association and NIOSHA, but their use and meaning has become universal in the world of gas detection. They all boil down to the same thing – your safety. By learning these terms and understanding their value, you become familiar with the universal language of safety.

Authored by Jason Fry, gas detection professional, training specialist, Industrial Scientific Corp., Pittsburgh.

KNOW YOUR LIMITS

No matter at what level you are in your career, don't ever think you have reached a point where there is no need to continue to learn.
Catherine Pulsifer

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"On Track With Black"

Safety Mission Statement

"To establish, through open communication and a spirit of cooperation from all Black Construction Corporation employees, an environment that promotes and practices safety awareness and achieves a company-wide accident and injury free working environment."

Visit us on the Web!
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SYMBOLS OF EXCELLENCE

"The true measure of a man is not how he behaves in moments of comfort and convenience but how he stands at times of controversy and challenges." Martin Luther King Jr.