



# APPLIED CONSULTANTS, INC.

PROJECT MANAGEMENT   INSPECTION   SAFETY & OQ TRAINING   PIPELINES   PLANTS   COMPRESSORS   METERS  
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# SAFETY NEWSLETTER

2024 has kicked off to a good start and we are excited for what this year will bring. In addition to some new gear and new features from the Applied team this year, we are changing up our Monthly Newsletter as well. Be on the look out for industry relative information and also some creative ways for you to win some awesome Applied gear.

## 2023 4TH QUARTER SAFETY EMPLOYEE

We are pleased to announce that Jeremy Saia was selected the winner for our 2023 4th quarter safety employee award. Jeremy was rewarded for his safety efforts with a custom 65 qt Yeti cooler. Find out more about this achievement and see what Jeremy has to say about why safety is important on page 2.

**Full Story On Page 2**

## SAFETY EMPLOYEE OF THE MONTH

Help us congratulate Bobby Walker as our Safety Employee of the month for January. Bobby was rewarded with this achievement for his diligent work and his "safety first" mindset. Find out more about Bobby and what he has to say on why he feels working safe is important on page 3.

**Full Story On Page 3**

## FEBRUARY NEWSLETTER What is a near miss?

Our February Newsletter topic focuses on near misses and gives our readers a more broad definition of what exactly is a near miss. Read more about this topic on page 4 and find out how to submit a near miss for chances to win some awesome prizes.

**Pages 4 & 5**

## Additional topics

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SCAN HERE TO SUBMIT A NEAR MISS →





## 2023 4th Quarter Safety Award Winner

Jeremy Saia  
Chief Inspector



Jeremy was entered into the 4th quarter drawing by completing his safety modules and submitting near misses throughout the quarter. If you would like your name to be selected for the drawing, you still have plenty of time to complete and submit your safety modules and near misses. If you're having issues accessing these resources, reach out to us and we will get you fixed up. Scan the QR code found at the bottom of the page to access the safety portal where you will find the near miss submission link and other beneficial information as well.

### About Jeremy and why safety is important.

#### How long have you been in the industry?

I have been in the Welding and Fitting industry for approximately 27 years.

#### Personal life

My wife Jessica and I have been married for 25 years and we have 2 beautiful daughters, Randilyn, 24 and Caitlin, 19 years old.

#### What year did you start with Applied?

I started working with Applied in February of 2017.

#### Why is Safety so important to you?

Self-Preservation is typically Human Nature. By Working Safely, by practicing Defensive Driving and by adhering to Safety Rules and Standards you will be performing the Ultimate Act of "Self-Preservation". Safety should not just be a Rule Book. It should be a "State of Mind".

#### Why are submitting near misses and training important to you?

We all learn by experience. Near Misses are actual Experiences of others. Documenting and Sharing these Experiences/Near Misses gives us the Tools and Knowledge needed to inform our Coworkers and friends about the Potential Hazards of certain Job Tasks that we perform daily. With the knowledge learned from the documented and shared Near Miss we are able to be Proactive and eliminate the hazards that exist in the upcoming Job Steps of the Task at hand. The Monthly Training Modules are great learning tools. I use them to stay informed and to refresh myself with the information and the safety regulations pertaining to the wide range of Topics and Job Tasks that are covered in these Training Modules.

### In Closing

Most importantly, we want to say thank you to Jeremy for his diligent efforts representing our clients and upholding a "safety first" mindset. We appreciate all you do for us and hope you enjoy the new cooler!

#safetyfirst #monthlymodules #nearmissreports #AppliedConsultants





## Safety Employee of the Month

**Bobby Walker**  
Senior I&E Inspector



Please help us in congratulating Bobby Walker as our Safety Employee of the month for January. Bobby has been a great advocate in safety awareness and the safety first mentality. As a an experienced consultant in his craft and our industry, he knows the importance of safety and why it is crucial to ensure that a safety first mindset is instilled in all of us, regardless of the task at hand. Bobby has been a great contributor to our safety program and had his name entered into the drawing pool by submitting near misses through the safety portal. Congrats Bobby on winning this month’s reward and thank you again for your efforts in keeping the workplace safe.

## Learn why safety is important to Bobby

### Why is safety important to you?

Safety is important to make sure everyone on my job site makes it home to their families and working safely makes sure we prevent any accidents from happening.

### Why is it important to report near misses?

It allows us to transfer information to other coworkers about job safety on the job site and to be on the lookout for potential hazards that others may have encountered.

# Safety Works ...

# When Safety is APPLIED

### In closing

Bobby has been working with us since 2021 but brings a vast amount of knowledge to our team from his past career. From working in oil/gas facilities, pipeline construction, electrical overhead construction to power plant construction, he has been involved in many aspects of different construction inspections. We are glad to have you as a part of our team Bobby and thank you for all you’ve done for us.



# FEBRUARY NEWSLETTER

## WHAT IS A NEAR MISS?



### What is a near miss?

A near miss in the workplace is commonly defined as an unexpected event when someone could have gotten hurt or sick but didn't. Yet, the same situation could pose a risk in the future. Near misses are not just related to people but they can also relate to property such as vehicles, equipment, materials and any other asset that could have been potentially damaged from an accident.

It is important to document and look into all near-miss incidents because they could be symptomatic of an underlying health and safety hazard in the future. Repeat near misses show a dangerous pattern and if left unaddressed could result in financial damages, severe injuries or even death.

### Near misses usually fall in one of the below categories:

- Slips, trips and falls
- Narrow escapes
- Working at heights
- Improper hazard communication
- Equipment operation & maintenance
- Risky behavior

### Incident vs Accident in the Workplace

When deciding whether something qualifies as a near-miss incident, you need to understand the difference between incident and accident first. Both incidents and accidents represent an unexpected occurrence that has endangered a person's health and safety and may result in property damage. However, there is one key difference between the two and that is that an incident doesn't result in a serious injury or illness for the person involved while an accident does.

### Why It is important to track and monitor near-misses

Above all, near misses are a valuable source of information. Near misses provide us with an opportunity to identify hazards or weaknesses and correct them to prevent future incidents.

### Near-miss reporting reduces the risk of injury

According to Henrich's triangle, also known as the Accident Triangle, for every 300 near misses, there is one serious accident. More recent research has shown that approximately 90 near misses precede one serious accident at work. However, that single serious accident can result in severe injuries, illness and even the loss of human life, so it's important to make a conscious effort to reduce the number of occasions when workers experience close calls.

# WHAT IS A NEAR MISS CONTINUED...

## Near-miss reporting promotes a positive safety culture

Systematic near-miss reporting is a sign of a healthy safety culture within the business. It shows that the employees are motivated to log potential hazards and if the report response is handled correctly, it also shows that the management is actively involved in improving the health and safety of their staff. When safety is addressed across all levels of the business, it becomes a shared responsibility, makes everyone feel involved and subsequently becomes the most effective it can be.

## Conducting near-miss investigations

Once a near miss has been reported, the incident must be thoroughly investigated to determine the cause. By doing that, you can uncover previously unknown hazards and, you can see if the control measures at your workplace are truly effective. Having gained all that information, you can then take action to improve the health and safety of everyone in your business.

## A final word...

Near misses are often brushed off as a joke or turned into a workplace legend that people laugh about but they don't get reported up the chain of command, so they aren't properly addressed. If that's a situation that you recognize, then it's time to change your approach to incident management. Applied has simplified the Near Miss submission process by creating a QR code (below) for your convenience. Just scan the code, download it to your mobile device and submit. This will give Applied Safety the opportunity to share the near misses and work towards building a positive safety culture that encourages reports to be made, which is a sure way to improve your risk management process and to offer a safer working environment for everyone in the workplace.



Scan the QR code at the bottom of the page to be directed to the safety portal where you can submit a near miss. Enter to win prizes such as the hats above and many other great options.

# Near Misses Submitted in January

## Near Miss Submission #1

### Incident Type: LOTO Hazards

Upon walking down the LOTO with Operations, the contractor which was going to perform a line break noticed that a crucial isolation point was not locked out. Supplied air was available for the line break - and was used. Avg H2S flowing through the site was about 10,000 ppm. Very dangerous. Stop Work initiated, team meeting conducted, Work Plan amended to include the second isolation point, supplied air used, work safely proceeded. Contractor commended for doing a great job!

**Corrective Action Taken: Stop Work/Immediate Mitigation**

## Near Miss Submission #2

### Incident Class: Excavation Hazard

During the sweeping phase of an area, the crew detected a line that was not called out in the alignment sheets. The contractor noticed someone on foot some distance away and made contact with him and asked if he knew who owned the line and the person ended up being a representative of the Owner/Operator. Something to note here is the one-call ticket indicated that all utilities in the area were marked by the companies called out in the one-call ticket. Which in this case, was not accurate. The point to be made here is if the person walking in the area wasn't contacted, and the sweep was not implemented we could have had an incident. Although there was somewhat of a surface mark that may indicate something was buried, the fact that the sweep was being performed is proof the protocol works when implemented.

**Corrective Action Taken: Shutdown until risk mitigated**

## Near Miss Submission #3

### Incident Class: Debris Hazard

After the freeze, we were removing the downleg on an SWD gunbarrel for repairs. It was a 6" x 30' vertical fiberglass pipe, frozen solid. While unbolting the top flange, several pieces of ice fell out. Fortunately, we were aware of the likelihood that ice may still be in the spool. It suddenly released and harmlessly hit the ground. We had held a short safety meeting prior to performing the task and discussed the potential of ice coming out of the pipe. Everyone was aware to keep their body out of the line of fire. Had this ice hit someone's foot, there was the potential for a severe injury.

**Corrective Action Taken: Review and continue**

# Near Misses Submitted in January

## Near Miss Submission #4

### Incident Type: Traffic/Flagger Hazard

Along with freezing temperature comes bone chilling cold, icy roads, bothered hands, but also added factors such as diesel gelling leading to equipment failures, increased slipping hazards due to frozen surfaces, & an increased risk of Dehydration. Yes, It is tough to attend a tailgate meeting in sub 0 degree weather and know that hands have “bought-in” on your safety topics of day. One topic not talked about enough “it seems” when weather like we’ve had recently hits is Complacency. COMPLACENCY is not only an increased factor due to (real life) events and/or issues, but in times of extreme low temperatures I know that we all want to, “hurry and get done to try and thaw out in the truck!”.

My near miss report reflects this exact topic using the excuse/reasoning as mentioned above. At the end of the while trying to get safety fence up around bell holes and equipment parked one of the equipment spotters left his equipment and operator to assist in putting up safety fence. There were already 3 workers installing safety fence but due to the extreme temperature they were all in a hurry to get it up and get to trucks. The operator began moving the track hoe to where he’d plan to leave it over night, he swung to his blind side to knuckle over and block a portion of the excavation. As he turned he wiped out several t-post and orange fencing where the guys who were putting up the safety fence on the other side of the excavator had just been standing only seconds earlier. I spoke with the spotter and the operator just after the near miss occurred and let him know that being in a rush for even a quick second is all it takes for someone to seriously get injured. The spotter recognized that he had walked away from his duties and the Operator recognized that he had moved to his blind side and moved w/o a spotter.

**Corrective Action Taken: Review and continue**

## Near Miss Submission #5

### Incident Class: Line Strike/Rupture Hazard

The ROW had been Mulched, Top Soiled and most of it has been Ditched literally months ago. This means that a M-Scope/Blind Sweep has been performed at least 3 times for the entire length of the ROW. A minimum of once, before each of the 3 Tasks I just mentioned. The Contractor had the task of getting the final 300 Feet of Ditch dug for the Gas and Oil Lines. The Line Locator was called to come perform an additional Blind Sweep prior to breaking ground. During the Sweep they picked up a reading that indicated the possibility of an existing line crossing. They marked the area and called in the Hydro-Vac Truck for an exploratory window to be made. This exploratory window enabled them to discover that there was an existing 2" Fiberglass Line present. By taking their time and performing the Job Steps in the established safe and correct sequence. In my opinion, a Line Strike was avoided.

**Corrective Action Taken: No action required**

# Near Misses Submitted in January

## Near Miss Submission #6

### Incident Type: Equipment Hazard

During frac operations, a blast joint on monoline had failed and separated from a threaded high-pressure hose that was rigged up to frac pump. Approximately a barrel of produced water was released onto ground. No one was in the danger high pressure area during operations. Work was stopped and plan was created to address the issue for operations to continue. Vibration and not having the high pressure hose connection level caused the parted iron.

**Corrective Action Taken: Stop Work/Immediate Mitigation**

## Near Miss Submission #7

### Incident Class: Body Position Hazard

While lifting a drag section laying beside another drag section the spotter was stand in line of fire between the drag sections. Upon further investigation it was found that the spotter was a SSE, and need more training from his mentor. Stop work Authority was used and the SSE was advised of dangers and positioned in the right place.

**Corrective Action Taken: Stop Work/Immediate Mitigation**

## Near Miss Submission #8

### Incident Class: Line Strike/Rupture Hazard

I had an electrical, generator company and a natural gas company that supplies natural gas to generators. We were setting up generators to power up a tank battery because we didn't have power from electric company yet. We had set generators and were waiting for one calls to clear to drive ground rods for all generators and electrical equipment. Later in the day I noticed gas supplier bring out ground rods for his equipment, I approached him and ask him if he was about to drive ground rods and he said yes. I then asked him if he had a 811 one call for driving ground rods. He said no he didn't but that he usually just drove them into the ground a foot or so and that's why he didn't need a one call. I kindly explained the rules and regulations of Texas 811 and the Clients rules for any excavation. I explained that just after Christmas an electrical crew was driving a ground rod and drove it through a 4" poly line about 18" deep and that the line was not active at the time so they were unaware that they had drove their ground rod through it. But after Christmas break when line was put into service it became evident and made a substantial mess but that no one was hurt. Then I told him that in the future he would have to have a proper one call for any kind of excavation. He apologized for not knowing the proper protocol and that it would never happen again. I ask him if he had any other HSE concerns or questions about 811 and he said he didn't. He put in proper one call and got ground rods drove after everything was cleared to do so.

**Corrective Action Taken: Shutdown until risk mitigated**



# Near Misses Submitted in January

## Near Miss Submission #9

### Incident Type: Equipment Hazard

A hydro test company was on site to test some pipe. We were going to test at 6300 pounds. Before we started the test I inspected his test manifold. The test manifold was not rated high enough for our test. I stopped the test and sent the guy back to his shop to get the proper manifold. It could have caused serious damage to the employee and anyone else near the test.

Corrective Action Taken: Shutdown until risk mitigated

## Near Miss Submission #10

### Incident Class: Load Securement Hazard

We had a load of pipe delivered to the paint yard . While off loading the pipe 3 joints rolled off the truck to the ground . No chocks or standees was on the trailer to prevent the pipe from rolling .

Corrective Action Taken: Stop Work/Immediate Mitigation

## Near Miss Submission #11

### Incident Class: Load Securement Hazard

Truck driver didn't have any bolsters ( chocks ) on the pipe load, fork lift was removing pipe and 3 joints fell on the ground in the sand. No employees were standing in the area. The truck driver was by his cab. Myself and Construction Manager for Contractor were across the street transferring numbers on a previous load of pipe, when we heard the pipe fall. We both stopped the work and had discussions with the operator and the truck driver, at the paint yard facility ( 3rd party ).

Corrective Action Taken: Stop Work/Immediate Mitigation

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## February Newsletter Winners

- H.L. Shaw - Platinum Category Winner
- Michael Landry - Gold Category Winner
- Bruce Arbaney - Silver Category Winner

Click [HERE](#) to claim your prize



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