

FYi



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Tips for E-Hailing and P-Hailing Industry from Health, Safety and Environmental Perspectives



EXECUTIVE DIRECTOR'S NOTE

Assalamualaikum W. B. T.

The month of May is an extraordinary period, a holy month in which Muslims around the world celebrate Eid-al-Fitr. This festive season, we are sacrificing and struggling with ambivalence craving to be with our family members due to the imposition of Movement Control Order 3.0 to curb the spread of Covid-19 pandemic. This is not a new experience for us rather we all are coping with phases of planning and pragmatically pressing forward to the post-pandemic recovery.

In this month issue, we would like refer to the collision of the Light Rail Transit trains (LRT) which resulted in many passengers being injured. On the 24th May 2021 at about 8.45pm, a train with 213 passengers collided head-on with another train with just a driver and an operator on board. As at 10.00pm, it was confirmed that 47 passengers were seriously injured while the others had minor injuries. This incident is seen as an unfortunate 'black spot' (black mark) in the history of national public transport.

I believe and trust that the government through its Land Transport Authority under the Ministry of Transportation along with the operator will initiate appropriate measures to investigate the unfortunate accident (incident) and make certain such incidents do not recur. NIOSH on its part will provide full cooperation to all parties concerned to ensure that the safety and health of the workers and public are given top priority. NIOSH is of the conviction that such accidents are not unforeseen and preventive measures must always be given importance. In this regard, NIOSH fully supports the immediate action initiated by the Ministry of Transport to assign a Task Force to investigate the cause of the accident.

NIOSH wishes to reiterate that all parties involved should at all times practise safe work culture, prepare accident preventive safety procedures with estimated hazard involved, evaluate the risk and risk control measures. This includes measures to ensure that every employee or personnel is vested with specific responsibility and in good health and fit to work.

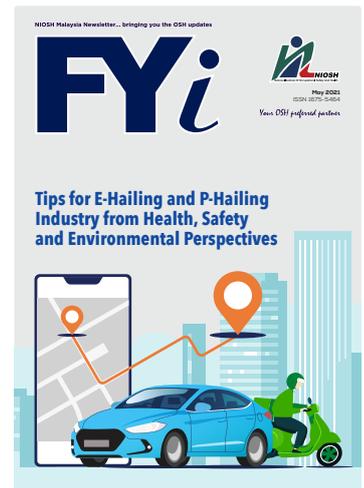


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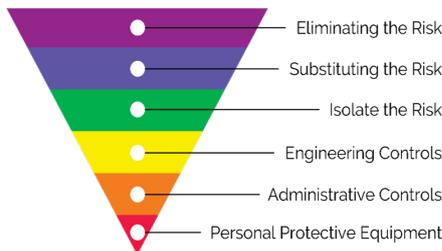
Tips for E-Hailing and P-Hailing Industry from Health, Safety and Environmental Perspectives



Health Perspective

Tips on Prevention of Covid-19 for E-Hailing Industry

The application of Risk Management Hierarchy of Control to the Protocols and Standard Operating Procedures (SOPs) for E-Hailing Services:



DRIVER	PASSENGER
Elimination	
Symptomatic drivers are not allowed to drive/operate.	Only Low risk passengers (without infected symptoms) are allowed to use the service.
Substitution	
Encourage the use of cashless transaction for toll payment i.e. Touch n Go RFID and Smart Tag	Encourage the use of e-wallet / contactless payment (paywave). i.e. Touch'N'Go, Smart Tag, AliPay etc.
Isolation	
Drivers are encouraged to minimize interaction or conversation while inside trends unless circumstances require.	Passengers are encouraged to minimize interaction or conversation while inside trends unless circumstances require.
Engineering Control	
<ul style="list-style-type: none"> Must provide a MySejahtera QR code in the vehicle. Mandatory disinfection at the end of the day / end of daily operation. 	Scan the MySejahtera QR code provided before entering the vehicle or manually write your name and phone number.
Administrative Control	
Drivers are encouraged to use hand sanitizer before and after picking up/dropping off passengers.	Passengers are encouraged to use hand sanitizer before and after picking up/dropping off from the vehicle.
Administrative Control	
Face mask is mandatory at all times.	Passengers must wear a face mask while inside the vehicle.

Maintain Good Personal Hygiene and Keep Hands Clean



1. Driver or Passengers should wear a mask at all time, the mask should be over and covering the nose and mouth, with the mask touching the person's nose, chin and cheeks.
2. Drivers could also consider wearing gloves as a precaution and do not forget to disinfect your mobile phone frequently.
3. Driver may check the passenger's temperature and provide hand sanitizer after they get into the vehicle.
4. Both the driver and passengers must wash hands thoroughly before touching eyes, nose or mouth, before eating, after the travel and car interior and exterior such as handrails or door knobs shall be sanitize.
5. Both the driver and passengers shall wash their hands with soap, rub for at least 20 seconds and rinse. Dry hands with disposable paper towel.

Maintain Good Ventilation in the Car Compartments



1. Driver shall ensure the air-conditioning system is functioning well with sufficient fresh air supply in the compartments.
2. Where possible, keep windows in the compartments of vehicle open to maintain good ventilation, including the driver / passenger's seats.
3. For enclosed or air-conditioning compartments, the fresh air inlet volume should be set to the maximum level.
4. Air filters and ducting should be cleaned regularly and maintained in good working condition within an interval time.

Maintain the Car Compartments Clean All Time



1. Clean and disinfect compartment at least twice daily with household bleach, leave it on the surface for 15-30 minutes, and then rinse with water and wipe dry.
2. Wear appropriate personal protective equipment such as rubber gloves, goggle and mask when cleaning the compartment.
3. Increase the frequency of cleaning and disinfection for hand-touched surfaces such as handles, seats, handrails, safety belt and buckles etc. Use a cloth or wipe which is soaked in the disinfectant to disinfect surfaces.

Protect Yourself and Others



1. Drivers and Passengers are reminded to be socially responsible and avoid make unnecessary travel.
2. Drivers HAVE the RIGHT to prevent passengers from boarding the vehicle if symptomatic.
3. Drivers and Passengers are encouraged to minimize interaction or conversation while inside trends unless situations are as required.
4. Drivers are required to wear a face mask while carrying passengers throughout the journey and keep passengers reminded to wear a face mask while in the vehicle.
5. Drivers and passengers are encouraged to use hand sanitizer before and after picking up/dropping off passengers or boarding/dropping off passengers vehicles.
6. Driver should ensure that used vehicles must undergo periodic cleaning and disinfection in accordance with the MOH Guidelines for Cleaning and Disinfection Procedures.
7. Drivers shall understand an ERP that states what to do in the event of a case of receiving a COVID-19 infected passenger.
8. Check body temperature regularly. If driver is having COVID-19 symptoms (e.g. fever, respiratory symptoms or sudden loss of taste or smell) should put on a surgical mask, refrain from work, seek medical advice immediately and keep family members notified.

Safety Perspective

Tips on Prevention of Road Safety for E-Hailing Industry

10 Common Safety and Security Issues

DRIVERS

- Follow Traffic Signs to avoid accidents.
- Obey Speed Limits and drivers shall have no major traffic violations records.
- Never Drive under the Influence of Alcohol and Drugs as it will affect health conditions.
- Avoid Distractions – Loud Music, Phone Calls, Global Positioning System (GPS) navigations.
- Exercise Patience – Control emotional stress when driving to avoid carelessness.
- Wear a safety seat belt (Drivers) and helmet (Riders) for safety protection.
- Attend to scheduled healthy checks .
- Do not text messages and drive or talk on your mobile phone while you are positioned in dangerous areas such as the petrol station etc.
- Know the blind spot so that you avoid damaging your vehicle.
- Schedule Vehicle Maintenance to avoid any breakdown, especially at isolated areas and highways.

10 Common Safety and Security Issues

PASSENGERS

- Know your driver and be vigilant to unauthorised drivers.
- Wait indoors until the driver arrives to prevent any undesirable incidents i.e. snatches thieves.
- Choose your seat so that you may escape easily during attacks.
- Update your loved ones on your whereabouts so that they are aware of your safety.
- Do not Argue with the driver or create conflict.
- Don't flash your personal belongings to prevent any robbery.
- Purchase Insurance before starting a journey.
- Know the heading direction and keep a record of your driver (name, vehicle type, license plate, and anonymised contact information).
- Do not consume food or drinks offered by drivers to avoid being intoxicated.
- Do not reveal any personal particulars to drivers to avoid any unforeseen circumstances such getting kidnapped.

Environmental Perspective

Tips on Emergencies Response for E-hailing and P-hailing Industries (both Drivers and Riders)

In the case of "Flood"



Don't Panic

If you are still in the vehicle, carefully get out of the car/ motorcycle and get to higher ground.

Do not Start the Car

If there is water in the engine, starting the car or motorcycle could damage it beyond repair.

Do not stay in the vehicle (car), leave the motorcycle

Search for a safe and protected place. The strong current might washed away the vehicle.

After the water recede.....

Find out how deep is your vehicle was submerged in water. If water did not rise higher than your engine, it could be safe for you to start your engine and drive/ ride it.

In the case of "Fire"



Don't Panic

Don't try to get to your destination, pull safely to the side of the road.

Do not Start the Car

Shut off the engine. This will stop the flow of fuel, which can prevent a full-blown fire from occurring.

Do not stay in the vehicle (car), leave the motorcycle

Get yourself and all passengers out of the vehicle, and move to a safe place as far away from the vehicle as possible.

Use of Fire Extinguisher if you have one

If you see smoke coming from the hood – but no flames – you may crack open the hood (Don't open it all the way! Oxygen may cause the flames to ignite) and use the fire extinguisher from a few feet away.

Place the Emergency Sign

If you have one available, use a signal to let other drivers know your car is stopped on the side of the road.

Contact for rescue – Fire Department and The nearest Police Department

Police / Ambulance Tel: 999 / 112 from a mobile telephone Fire and Rescue Department (known as Bomba).

In the case of "Fog, Haze and Smog driving/riding"

Park and Wait

If your vision is affected by the heavy fog or haze, the safest thing you can do is to find a secure spot slightly off the road or pathway and park the car. Put on your parking lights and hazard lights.

Do not stay in the vehicle (car), leave the motorcycle

Exit the vehicle and find a safe place to stand just in case someone crashes into your vehicle due to blur visibility. Do not stay inside the vehicle with the glasses up and the AC turned on. For a motorcyclist, stay a distance from your vehicle.

Use low beam headlights and fog lamps

If you have to continue with your journey, it is advisable to use the low beam headlights and not the high beams. This is because fog lamps or driving lamps can also be very effective in low visibility conditions. Fog lamps fitted to your vehicle, they are the best way to warn the cars behind you.

Keep one eye on the lane markers

Drive on the left side of the road, use the left side marker on a single lane road so that you stay as far as possible from oncoming traffic.

In the case of "Heavy Rain, Thunder and Lightning"

Don't Panic

Don't try to get to your destination, pull off at the nearest exit and find shelter.

Shut the Engine

If there is no shelter around and you must stay on the road, pull over, turn off your engine, and turn on your hazard lights while you wait out the storm.

Do not touch on Metals

Do not touch anything metal from your vehicle. This includes the cell phone, mobile GPS devices, door handles, and steering. Staying away from metal objects can help keep you safe if lightning strikes your vehicle.

Stay away from Trees

For a motorcycle rider, do not seek shelter underneath trees. While trees may provide cover from the rain, but this will greatly increase your risk of being struck by lightning.

SUATU PAGI DI PEJABAT...

Assalamualaikum kawan2 semua..

ehh Aisyah, mane semua orang kat pejabat ni? Cuti raya lagi ke?..

ha'ah la, aku lupe pulak..

kau ni Man.. lupe ke yang kite masih PKP lagi..

INFO:

- Semua sektor ekonomi dan perniagaan yang diluluskan oleh Kementerian/ Agensi yang berkaitan boleh beroperasi dalam tempoh PKP. Pergerakan pekerja adalah tertakluk kepada pendaftaran/ surat kelulusan beroperasi dan pas pekerja/surat pengesahan majikan.
- Pergerakan urusan rasmi Kerajaan perlu disertai oleh dokumen pengesahan majikan.
- Kapasiti kehadiran pekerja bagi perkhidmatan awam berdasarkan kepada Pekeliling/ Arahan Jabatan Perkhidmatan Awam (JPA). Manakala bagi sektor swasta berdasarkan kepada 30% bagi Kumpulan Pengurusan dan Jumlah pekerja operasi/ sokongan ditetapkan oleh majikan.

- sumber: MKN (Dikemaskini 5 Mei 2021)

Inculcate the Safe Defensive Driving Behaviour and Make The Road Safety Training Compulsory for E-Hailing / P-Hailing Companies



The government has made it compulsory for all employers to register and contribute to SOCSO to their employees, including foreign workers. However, 400,000 workers in the gig economy seem to have been missing because employers do not need to contribute to SOCSO. And yet, these groups of employees can register for the Self-Employment Social Security Scheme (SESSS). Referring to statistical data recently reported, the rate of participation in self-contribution is pretty low, with only 18% being recorded.

During the movement control period between March 18 and November 18 of last year, the e-hailing and p-hailing industry has experienced impressive growth since the movement control order (MCO) was put into effect, recruiting 100,000 or more people directly or indirectly in the service. Although the concept of the gig economy started as an option for extra income or a part-time job, today some drivers/riders are now doing it full-time out of necessity. Although the shift in the employment trend has increased the recruitment opportunities and facilitated the economic recovery, concurrently, the transformation has also brought about the emergence of a principle of occupational safety and health which shall not be neglected. Road safety has sparked concerns among nations as news has been reported on traffic accidents involving the e-hailing and p-hailing services. Some of the causes of these road accidents reflect a lack of behavioural curbing and inadequate training not only on road safety but lack of knowledge and skills encompassing the aspects of occupational safety, health and environment. These companies shall encourage their drivers/ riders to register under the Self-Employment Social Security Scheme (SESSS) to protect their staff, especially when the job is risky and life-threatening.

The Malaysian Road Safety Research Institute recorded a total of 7,525 accidents during the last nine months of the MCO taken place in 2020, of which 2,576 were motorcyclists. Meanwhile, a survey was also conducted, which found that 70 per cent of p-Hailing riders adopted risky procedures at peak times, including stopping in yellow boxes, jumping red lights, and using cell phones while riding or driving. The Police Department for Traffic Enforcement and Investigation revealed that the statistical data has indicated 64 cases involving p-Hailing services had been seriously injured while 12 deaths per day have been recorded, contributing to a high number of road accidents. Apparently more than 60 per cent of the total number of cases, almost two thirds, were motorcyclists.

The Ministry of Human Resources of Malaysia (MOHR) has continuously made commendable efforts to protect public safety and health and also supporting the change of the economic trend in uplifting business performances. The Ministry has recognized the government's efforts in strengthening road safety initiatives, thus forges ahead leading the National Institute of Occupational Safety and Health in the development of the "Motorcycle Riders and Driver's Safety Program". The Safe Defensive Driving training program serves several objectives, the module is customized to instil knowledge and awareness in the management of accident prevention measures intend to reduce the high accident rates among drivers and motorcyclists. On May 4, 2021, YB Datuk Seri M. Saravanan officiated the e-Hailing Road Safety Training Program and NIOSH Breaking Fast Ceremony at Le Meridian Hotel. This training program is a platform to educate e-Hailing and p-hailing employees focusing on Safe Defensive Driving Skills to enhance the awareness of road users through introducing specific preventive measures in reducing accident rates. Dato 'Khair Razman, Deputy Secretary-General of Operations, Ministry of Human Resources and YB Senator Datuk T. Mohan, NIOSH Vice Chairman were also present for the inauguration ceremony.

NIOSH believes that this web-based training would benefit both the p-hailing as well as the e-hailing industry. NIOSH has committed to contribute and permeate all three pillars of socially responsible behaviour (economic, environmental and social) under the CSR program, thus in achieving the mission, the institution will be sponsoring 5000 slots to encourage and draw a greater participations for the program. This distance learning platform creates more flexible opportunities for drivers / riders to engage in training during pandemic and with high mobility pace. Participants who complete the program will entitle to 1-year Takaful insurance coverage.

The institute hereby urged the drivers/riders, especially the part-timers to grab this opportunity in securing oneself and all road users. For more details, you may check out the details from the NIOSH website at

For Rider

www.openlearning.com/nioshmalaysia/courses/ehlirider/?cl=1

For Driver

www.openlearning.com/nioshmalaysia/courses/ehldrider/?cl=1

or contact our representative via WhatsApp Chat at

+60 19-229 9517

*FAST DRIVE COULD BE LAST DRIVE, SAFE DRIVES SAVE LIVES, WE MAKE IT HOME ALIVE.
LIFE IS A BEAUTIFUL RIDE, RIDE SAFELY, LOVE YOUR FAMILY.*

Sanitizing Masks with Alcohol Degrade Performance?



During the coronavirus outbreak, some people are sanitizing masks with alcohol so they can re-use them. But this raises questions about whether alcohol actually works and whether it degrades the masks.

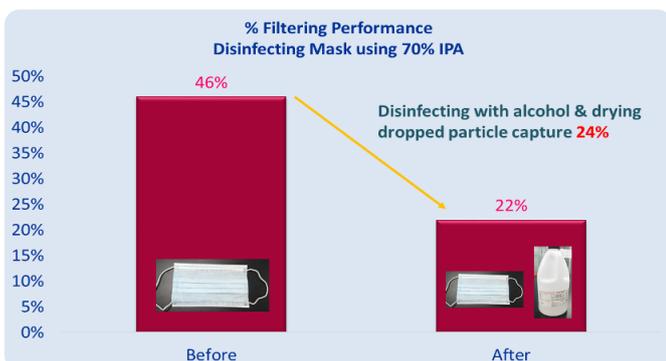
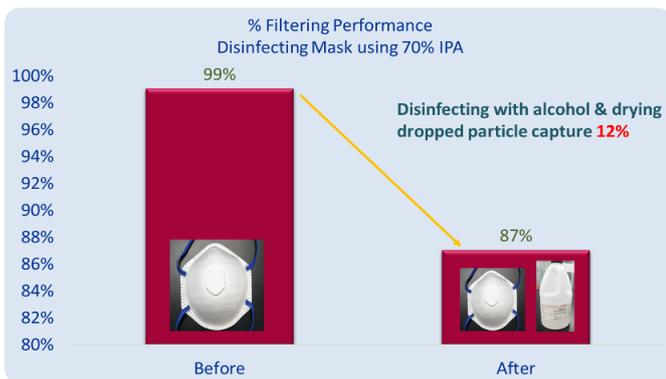
Does Alcohol Kill Viruses?

The research on alcohol is clear. Alcohol kills viruses. Technically, viruses aren't alive, so scientists focus on whether the virus is "deactivated" or no longer able to infect humans. For example, a 2018 article summarized 17 studies where scientists put alcohol on people's hands and measured the reduction in virus^[1]. Alcohol deactivated over 90% of viruses like the polio virus in most cases, depending on the dose and the particular virus. However, in 23% of the trials, the alcohol deactivated less than 90% of the virus. Thus, alcohol does "kill" viruses, but not all of them all of the time.

Does Sanitizing Masks with Alcohol Degrade Masks?

But before we can start spraying masks with alcohol, we need to know whether the alcohol degrades the masks or not? Even a "successful" disinfection is useless if it harms the mask.

NIOSH Malaysia with our Dust Mask Laboratory (DML) have the answer. Our expert was tested N95 masks and 3 ply mask before and after disinfecting mask with alcohol (isopropanol). Then they dried the masks overnight. After the alcohol disinfection, the masks filtered 12% and 24% less particles on average.

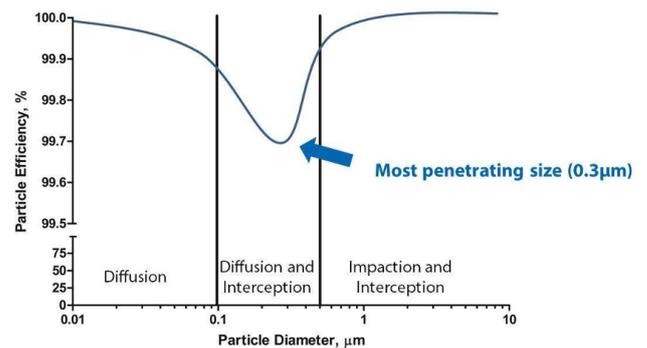


The DML lab tested particles size around 0.3 microns using TSI Model 8130 Automated Filter Tester to measure filter aerosol penetration.



Automated filter tester (TSI Model 8130)

The coronavirus size averages 0.125 microns^[2]. Of course, many particles in the air are larger than 0.4 microns, including some bacteria^[3] and even some viruses^[4]. Why does this size matter? This around 0.3 microns is the hardest for masks to capture^[5]. This chart shows particle capture rates dipping around 0.3 microns. This chart is for HEPA filters, but masks follow the same pattern, with some small differences.



To boost performance in this critical size range, many masks use fibres that have a static charge^[6]. Disinfecting mask using alcohol removes this charge. **Bottom Line is alcohol deactivates viruses, but it significantly reduces filtration effectiveness.**

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Majlis Perasmian Program Latihan Keselamatan Jalan Raya *E-Hailing* dan Majlis Berbuka Puasa NIOSH di Hotel Le Meridien



4 Mei 2021 - YB Datuk Seri M. Saravanan, Menteri Sumber Manusia merasmikan Program Latihan Keselamatan Jalan Raya *e-Hailing* dan Majlis Berbuka Puasa NIOSH di Hotel Le Meridien. Program latihan ini adalah platform mendidik pekerja *e-Hailing* khususnya berkaitan keselamatan.

Pihak NIOSH membuka 5000 slot latihan (*remote learning*) secara percuma kepada pemandu dan penunggang *e-Hailing*.

Turut hadir, Timbalan Ketua Setiausaha Operasi KSM, Dato' Khair Razman, serta Naib Pengerusi NIOSH, YB Senator Datuk T. Mohan.

Majlis Penghargaan Ahli MNKKP Sesi 2018-2021 dan Majlis Pelantikan Ahli MNKKP Sesi 2021-2024 serta Majlis Berbuka Puasa MNKKP



5 Mei 2021 - YB Menteri Sumber Manusia, Datuk Seri M. Saravanan dan Timbalannya, Datuk Haji Awang bin Hashim menyantuni Majlis Penghargaan Ahli Majlis Negara bagi Keselamatan dan Kesihatan Pekerjaan (MNKKP) sesi 2018-2021 serta Majlis Pelantikan Ahli MNKKP sesi 2021-2024 serta Majlis berbuka puasa MNKKP.

MNKKP merupakan institusi penting dalam menentukan hala tuju dasar Negara dari perspektif Keselamatan dan Kesihatan Pekerjaan. Kombinasi antara pihak kerajaan, majikan dan golongan pekerja dapat melestarikan pengurusan keselamatan dan kesihatan pekerjaan yang efektif dan kondusif.

Turut hadir, Ketua Pengarah Perkhidmatan Awam, Tan Sri Mohd Khairul Adib bin Abd Rahman serta Ahli Pengurusan Tertinggi KSM.

AKTIVITI

Liputan Media di Dust Mask Lab (DML) Berkenaan *Double Face Mask* Seperti yang Disarankan oleh KKM

31 Mei 2021 - Liputan media di Dust Mask Lab (DML) berkaitan *Double Masking* melibatkan beberapa syarikat media termasuk Bernama TV, Malaysia Gazette dan RTM.

Sesi temubual bersama Encik Baderin Bin Osman, Pakar Teknikal NIOSH dan Tuan Khairunnizam Mustapa, Pengurus Besar CRDD NIOSH yang membicarakan tentang ujian keberkesanan *Double Masking* seperti yang disarankan oleh Kementerian Kesihatan Malaysia.

Menurut Encik Baderin, dengan *Double Masking* akan meningkatkan kadar tapisan dan karbon dioksida masih boleh dilepaskan.



AKTIVITI

OSH Talk dan Webinar Sepanjang Bulan Mei 2021



OSH Talk

NIOSH telah membawakan perkongsian *OSH Talk* secara atas talian di Facebook NIOSH (*FB Live*). *OSH Talk* ini telah berlangsung pada **20 May 2021 (Khamis)**, jam 11.00 pagi hingga 12.00 tengah hari. *OSH Talk* tersebut disampaikan oleh **Siva Salitoray**, *Area Sales Manager-Malaysia, Health and Safety Division*, GVS Filtration Sdn. Bhd. Topik yang dibicarakan pada pagi tersebut bertajuk **“Respiratory Protection at Workplace”**. Bagi mereka yang terlepas menonton *OSH Talk* berkenaan, anda boleh menonton rakaman *OSH Talk* tersebut di galeri video di Facebook NIOSH dengan mencari topik yang telah dibicarakan.

20/05

Webinar

NIOSH telah membawa perkongsian secara atas talian Seminar (Webinar) menerusi *“Click Meeting”*. Seminar (Webinar) ini telah berlangsung pada **27 Mei 2021 (Khamis)**, jam 8.30 pagi hingga 5.30 petang. Seminar (Webinar) tersebut disampaikan oleh **Puan Siti Hamimah Bt Ismail** (*ESH Manager and Certified IAQ Assessor*) dan **Ts. Engr. Nor Mohd Razif Bin Noraini** (Pakar Teknikal 3, NIOSH Malaysia). Topik yang dibicarakan pada hari tersebut bertajuk **“Indoor Air Pollution – Air Quality and Control”**. Mereka yang menyertai Seminar (Webinar) akan mendapat Sijil penyertaan dan juga *“CEP Point”*. Jangan lepaskan peluang anda untuk menyertai Seminar (Webinar) yang dijalankan oleh NIOSH dan lawati laman Facebook NIOSH untuk dapatkan maklumat berkaitan Seminar (Webinar) yang bakal dijalankan.

27/05

Webinar

NIOSH telah membawa perkongsian secara atas talian *Future Skills Webinar* menerusi aplikasi Zoom. Webinar ini telah berlangsung pada **27 Mei 2021 (Khamis)**, jam 10.00 pagi hingga 12.00 petang. Seminar (Webinar) tersebut disampaikan oleh *speaker* daripada KPMG, NIOSH Malaysia, dan SHRDC. Topik yang dibicarakan pada hari tersebut bertajuk **“Redesigning The New Normal Landscape for Higher Education, Skills Training and Workplace Learning”**. Jangan lepaskan peluang anda untuk menyertai Seminar (Webinar) dan sila berhubung hello@openlearning.com untuk dapatkan maklumat berkaitan Seminar (Webinar) yang bakal dijalankan.

27/05

28/04

OSH Talk

NIOSH telah membawakan perkongsian OSH Talk secara atas talian di Facebook NIOSH (FB Live). OSH Talk ini telah berlangsung pada 28 May 2021 (Jumaat), jam 11.00 pagi. OSH Talk tersebut disampaikan oleh Puan Siti Nurani Hassan, Technical Expert, NIOSH dan Moderator, Left. Kolonel Bersekutu Pertahanan Awam Dr. Rabiatul Adawiyah Nasir, AJK Biro Sukan dan Rekreasi Persatuan Wanita UiTM (PEWANI). Topik yang dibicarakan pada pagi tersebut bertajuk “Amalan Ergonomik Bekerja dari Rumah”. Bagi mereka yang terlepas menonton OSH Talk berkenaan, anda boleh menonton rakaman OSH Talk tersebut di galeri video di Facebook NIOSH dengan mencari topik yang telah dibicarakan.

INFO

Accelerating Sustainability

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Email us now at inquiry@nioshcert.com.my

Follow NIOSHCertification

WHAT IS DOUBLE MASKING?

Wearing a three-ply medical procedure mask (sometimes referred to as surgical masks or disposable face masks) underneath a cloth mask that has multiple layers of fabric (CDC, 2021)

DOUBLE MASKING

HOW EFFECTIVE IS DOUBLE MASKING?

Does it impede our breathing?
Can carbon dioxide be released easily?

Laboratory tests conducted by NIOSH MY shows that double-masking

- Increases filtration efficiency up to 90%
- Provides tolerable breathing resistance (0.12 mbar at 28.3 l/min)
- Does not cause carbon dioxide accumulation (0.72%)

Carbon dioxide content test on double-masking

Breathing resistance test on medical procedure mask

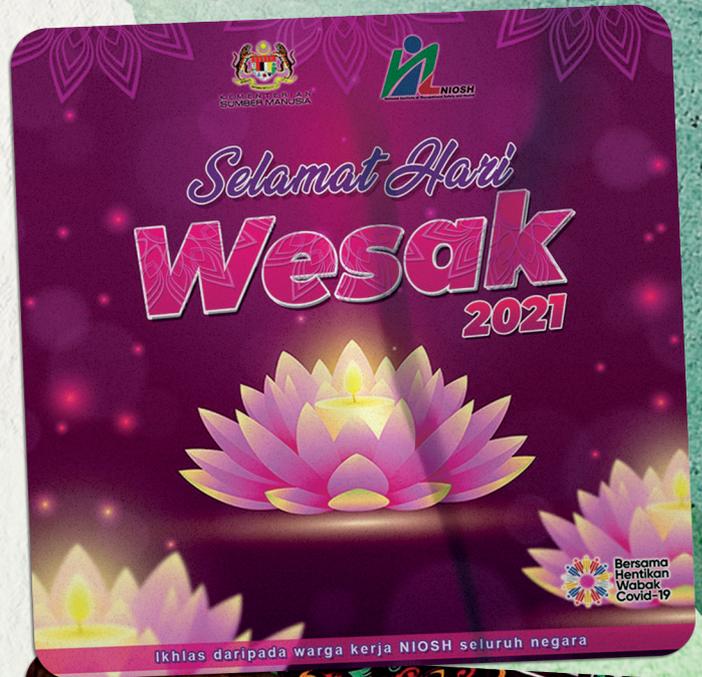
WAYS TO APPLY

COVID-19 PEMAKAIAN PELTUP MUKA BERGANDA

PUTUSKAN RANTAIAN COVID-19

*Make sure wearers still able to see and breathe easily

DML EDITION
National Institute of Occupational Safety and Health (NIOSH) (Malaysia)





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43650 Bandar Baru Bangi,
Selangor Darul Ehsan, Malaysia
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www.niosh.com.my

Khas untuk pemandu kenderaan dan penunggang motorsikal separuh masa bagi industri gig economy (penghantaran makanan dan barangan)

PROGRAM LATIHAN ATAS TALIAN INDUKSI KESELAMATAN PEMANDUAN BERHEMAH UNTUK INDUSTRI E-HAILING

* Peserta yang lulus akan mendapat perlindungan insuran selama 1 tahun.

E-HAILING Rider



E-HAILING Driver



YURAN KURSUS
RM 50.00

Yuran percuma untuk 5000 peserta pertama

Pemanduan Berhemah, andalah wira!



Program ini dibangunkan khas untuk pemandu kenderaan dan penunggang motosikal yang terlibat dengan industri e-hailing dalam usaha mengurangkan potensi kemalangan jalan raya. Modul latihan ini diadaptasi dari kursus pemanduan yang selamat dan berhemah yang dianjurkan oleh NIOSH yang diikhaskan untuk authorised driver dalam membantu majikan memastikan bahawa pemandu kenderaan rasmi mereka diberi latihan pendedahan pencegahan kemalangan.

Program ini dibangunkan untuk memberi latihan dan kesedaran kepada sektor ekonomi gig terutama mereka yang terlibat dengan penghantaran barang dan penumpang.

Program ini disasarkan untuk mencapai objektif berikut :

- ▲ Mengurangkan kadar kemalangan di kalangan pemandu dan penunggang motosikal.
- ▲ Meningkatkan pengetahuan dan kesedaran dalam pengurusan pencegahan kemalangan semasa bekerja.
- ▲ Memberi keyakinan kepada pemandu bahawa kemalangan dapat dicegah.
- ▲ Memberikan perlindungan insurans sekiranya berlaku kemalangan.

Program ini adalah untuk membantu peserta memahami :

- ▲ Syarat dan undang-undang berkenaan keselamatan dan pengangkutan.
- ▲ Kenalpasti, menilai bahaya dan langkah-langkah mengawal bahaya.
- ▲ Memperoleh kemahiran dan teknik yang selamat dan betul mengenai pemanduan berhemah.

Di akhir kursus para peserta berkeupayaan untuk :

- ▲ Menerangkan keperluan perundangan berkaitan perjalanan di tempat kerja.
- ▲ Mengenalpasti, menilai dan mengawal hazard semasa menunggang.
- ▲ Mengamalkan keselamatan, kemahiran dan teknik menunggang yang betul dan berhemah.



JOM IKLAN !!!

Tingkat jualan produk & perniagaan anda melalui Ruang Iklan di FYI NIOSH

PAKEJ RUANG IKLAN

Jenis Iklan	1 Bulan	6 Bulan	12 Bulan
Muka Surat 2 (Dalam) - Muka penuh - 21cm X 29.5cm	RM 1,000	RM 5,000	RM 10,000
Muka Akhir (Dalam) - Muka penuh - 21cm X 29.5cm	RM 800	RM 4,000	RM 8,400
1 Muka Penuh (Dalam) - 21cm X 29.5cm	RM 700	RM 3,500	RM 7,350
1/2 Muka - 21cm X 14.5cm	RM 600	RM 3,000	RM 6,300
1/4 Muka - 10.5cm X 14.5cm	RM 500	RM 2,500	RM 5,250

*Harga pakej tidak termasuk 6% SST

Terma & Syarat :

1. Semua pengiklan hendaklah menyediakan artwork.
2. Pengiklan hendaklah memberi design artwork iklan sekurang-kurangnya satu bulan tarikh penerbitan.
3. Bayaran hendaklah dibayar kepada akaun NIOSH berserta design artwork.
4. Pengiklan perlu memohon melalui emel di bmd@niosh.com.my.
5. Sekiranya permohonan diluluskan, pihak BMD akan menghubungi pengiklan.

**INILAH MASANYA
UNTUK ANDA
IKLANKAN
PERNIAGAAN ANDA**

FYI NIOSH diedarkan dalam bentuk softcopy kepada ahli NIOSH, rakan strategik sektor awam dan swasta, dan juga pelanggan.

Nahas pertama LRT sepanjang 23 tahun mesti segera dirungkai



Di dalam sambutan pada perhimpunan hari ini, Saravanan berkata, insiden ini merupakan tragedi pertama sepanjang 23 tahun bagi sistem LRT di negara ini. Beliau berkata, insiden ini menunjukkan betapa pentingnya keselamatan dan keselamatan penumpang. Beliau berkata, insiden ini menunjukkan betapa pentingnya keselamatan dan keselamatan penumpang.

Risiko penyalang kepada keselamatan perlu diberi lebih perhatian agar rekod cemerlang keselamatan pengangkutan kategori ini dapat dirungkai.

Walaupun insiden ini merupakan tragedi pertama sepanjang 23 tahun bagi sistem LRT di negara ini, Saravanan berkata, insiden ini menunjukkan betapa pentingnya keselamatan dan keselamatan penumpang. Beliau berkata, insiden ini menunjukkan betapa pentingnya keselamatan dan keselamatan penumpang.

Apas pun hasil dapatan dan penyelidikan, insiden ini menunjukkan betapa pentingnya keselamatan dan keselamatan penumpang. Beliau berkata, insiden ini menunjukkan betapa pentingnya keselamatan dan keselamatan penumpang.

Siasatan nahas LRT perlu menyeluruh elak berulang lagi



Dr. Veeramani berkata, insiden ini menunjukkan betapa pentingnya keselamatan dan keselamatan penumpang. Beliau berkata, insiden ini menunjukkan betapa pentingnya keselamatan dan keselamatan penumpang.

Insiden ini menunjukkan betapa pentingnya keselamatan dan keselamatan penumpang. Beliau berkata, insiden ini menunjukkan betapa pentingnya keselamatan dan keselamatan penumpang.

NST, 25 MAY 2021, PG. 2

Comprehensive probe needed into LRT crash

Assigning blame should not be the sole purpose

LIGHT rail transit and other train accidents are not as common as other transportation accidents. Monday afternoon, the Kelana Jaya LRT collision, therefore, is somewhat of an anomaly. It was the first such incident on the LRT line. In fact, perhaps because such accidents do not happen often, they are not viewed as a major threat; but that does not mean that they should not be taken seriously. When such accidents occur, they often result in serious injuries and fatalities. Thankfully, although several victims are in critical condition, none have lost their lives. According to Railway Technology.com, many of the worst rail accidents in history occurred in the early 20th and 21st centuries, a testament to the march of technology and the importance of railway safety. Causes highlighted were either brake failures, derailments or accidental fires.

Each sector should, in fact, be aware and preparation for worst-case scenarios should be made.

One of the most recent and preventable rail accidents was the Amtrak train crash in South Carolina in 2018, which killed two train crew members and left more than 100 injured. The Amtrak train had collided with an idle freight train in Cayce, South Carolina. According to reports, the freight train crew did not flip the track switch back to the mainline setting after pulling the freight train onto a side track in 2016, a commuter train crashed into the Hoboken Terminal in the area, which threatened more than 100,000 people per day between New Jersey and New York. One person died and 100 others injured. The paramount concern is the safety of the public. We have witnessed incidents in other sectors. Accidents at construction sites occur quite often. We lose thousands of souls each year on our roads. Blackouts happen too, often due to all sorts of reasons. They run dry several times a year, especially in the Klang Valley, due to pollution. When incidents occur, we need in-depth investigations into their causes. We as human intelligence or were there other underlying factors in blame?

Each sector must be made aware of the issues concerning the worst-case scenarios should be made. This is why a comprehensive investigation needs to be carried out in the case of the LRT collision. Any such investigation should not just be about assigning blame. Saying the driver was wrong may be the only way to do so and how come mistakes in the operations of control room noted it. Surely there are other questions more technically savvy individuals can answer what we need to do to prevent such things from happening again. Such things, in fact, should never occur. Our transport system should be able to self-evaluate, not wait until things happen to make people question them. We need a fail-safe system that should be able to detect. With technology at our fingertips, it should not have happened in the first place. How was that we did not notice it coming? Simple, we were unprepared.

Other than that, those who were given sick leave certified by the doctor would receive the benefit of the duration of their sick leave. Those who suffered from permanent disability due to the accident would receive Permanent Disability Benefit and Facilities for Physical Rehabilitation, such as prosthetic legs and arms, wheelchair, crutches and special shoes. Looking at the victims' situation, we are committed to speeding up the processing of claims for the benefit of the victims and ensure that all assistance is channelled promptly. For more details and queries, Socso can be reached at its careline 1-300-22-8000 or via email at perkoso@perkoso.com.

NST, 28 MAY 2021, PG. 8

NST, 27 MAY 2021, PG. 10

Siasatan kemalangan perlu dilakukan secara menyeluruh dengan pendekatan objektif supaya punca asas tragedi dapat dikenal pasti, sekali gus mencegah kemalangan daripada berulang

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Dua tren LRT bertembung

Dua tren LRT bertembung di stesen Kelana Jaya. Insiden berlaku pada pukul 10.15 pagi tadi.

Pencarum PERKESO bantuan faedah

Pencarum PERKESO menerima bantuan faedah kerana mengalami kemalangan. Mereka akan menerima bantuan faedah kerana mengalami kemalangan.

LRT TRAIN WRECKAGE, DEBRIS CLEARED

With removal done ahead of schedule, Prasarana now focusing on repairing track, says Wee

The wreckage of the two light rail transit (LRT) trains that collided head-on between the Kampung Baru Station and KLCC stations on Monday night has been removed ahead of schedule. Transport Minister Datuk Seri Wee Ka Siong said a report from the Rapid Rail Recovery Team said as at 2.24am, the train wreckage had been removed ahead of schedule.

The "platoon" technique, where two trains enter the track in the same direction, will be implemented to reduce the bottleneck.

LRT crash victims eligible for Socso benefits, says minister

LRT crash victims are eligible for Socso benefits, says minister. Datuk Seri M. Saravanan said the ministry and Socso were ready to assist those who were eligible for Socso benefits.

Table with 7 columns: State, Sunrise, Sunrise, Sunrise, Sunrise, Sunrise, Sunrise. Rows include Melaka, Penang, K. Lumpur, Johor Baru, Kuala Lumpur, Ipoh.

Prayer Times table with columns for Sunrise, Sunrise, Sunrise, Sunrise, Sunrise, Sunrise.

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NATIONAL INSTITUTE OF OCCUPATIONAL SAFETY AND HEALTH MALAYSIA (NIOSH) Institut Keselamatan dan Kesihatan Pekerjaan Negara (243042-U) Kementerian Sumber Manusia

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