



National Safety Council

Position/Policy Statement

Safety in Action

The statement, SAFETY IN ACTION, was prepared by the Board of Directors of the National Safety Council to clarify the underlying purposes and characteristics of the Safety Movement and of the National Safety Council itself. It is published with the hope that all individuals and organizations will find in it a basis for more active participation in the important work of accident prevention.

The Safety Movement

The elimination of accidents is vital to the public interest. Accidents produce economic and social loss, impair individual and group productivity, cause inefficiency, and retard the advancement of the standards of living.

The erection of physical barriers to accidents, the development of a sense of individual responsibility and an attitude of mind conducive to the avoidance of accidents, and the general dissemination of education to increase the safety of men, women and children constitute the Safety Movement.

It is American in concept and its strength lies in the voluntary participation and active support of all who are in a position to promote safety.

The National Safety Council

To achieve its purpose, the Safety Movement needed the leadership of a national organization devoted to this single objective. The National Safety Council was developed in response to this need.

It is a council in the true sense of the word – a cooperative association of groups and individuals working together for the conduct of safety activities, both separately and jointly. The Council is non-commercial and non-political. It is concerned with every aspect of accident prevention and its membership and field of interest are nationwide.

The Council's organizational, financial and membership structure is purposely broad and flexible so that it will provide continuity of operation and always serve

as a place for group planning and execution by all who take part in the Safety Movement.

The Council's Creed

Safety is positive. It is doing things the right way. It is interest in the welfare of others.

It is a contribution to good living, to good government and respect for law and order, to efficient production, and to the well-being of every individual.

The Council in Action

The Council, through its component conferences, sections and committees and its full time staff, undertakes to:

Discover the facts of accident occurrence, cause and prevention, by collecting and studying accident records, and through research.

Devise or help devise engineering, educational and enforcement measures for accident prevention.

Assist in determination of engineering requirements for the safe design, construction and use of machines and equipment.

Help formulate model safety legislation and in this connection provide, on request, technical information and advice.

Participate in planning and executing training and education programs; produce needed educational and promotional materials.

Disseminate all this information widely to interested groups and to the general public to arouse them to the need and acquaint them with the methods of accident prevention.

Encourage and assist the establishment and functioning of community and state safety organizations.

Cooperate with other agencies in fire prevention and in the prevention of occupational disease.

Individual and Group Responsibility

The size and complexity of the accident problem require the acceptance of responsibility not alone by individuals but by organizations and agencies, such as are found in agriculture, transportation, business and industry, civic enterprises, health and welfare work, education, government and labor. The many groups, agencies, and individuals interested in safety require a high degree of coordination and cooperation.

Government Agencies

Government – federal, state and local – has responsibility for enacting and administering laws and regulations relating to safety, and for safe construction and operation of publicly owned facilities. The National Safety Council cooperates with and assists such official agencies and their associations and helps develop public support for official safety measures and programs.

Management-Labor Cooperation

The Council recognizes the need for active participation in accident prevention on and off the job by both employers and employees, as individuals and as groups. The Council also recognizes that the conduct of safety work in industry is the responsibility of management. Wholehearted cooperation for safety is urged between management and employees. Since various methods have been successfully used to bring about such cooperation, the Council does not advocate any one method as opposed to another. The Council believes that the most effective procedure must be determined in the light of circumstances surrounding each situation and that the suitability of the method should be judged on the basis of the results secured in terms of accident prevention.

Looking Ahead

The Safety Movement in America has proved itself. Hundreds of thousands of people are alive today who would have been killed in accidents had the accident rates in effect in 1913, when the national movement began, continued without reduction.

Accidents remain a primary national problem. Great numbers of people in all walks of life are unaware of accident dangers and how to avoid them. There is a constant need for emphasis upon the responsibility of the individual in the observance of sound safety practices. New machines and new methods require continuous adaptation of safety programs to meet new conditions – to conquer new hazards, before they become acute.

The Safety Movement depends upon voluntary action. It deserves and must obtain public acceptance and support on a much wider scale than ever before. The National Safety Council pledges all its resources and energies to the accomplishment of this objective and calls upon all those associated with it to go forward together in this crusade for safety.

This position statement reflects the opinions of the National Safety Council but not necessarily those of each member organization.

Approved by Board of Directors, October 19, 1948 - Copyrighted 1949.

EXHIBIT A

The Charter

“Section 11. The corporation, and its officers, directors, and duly appointed agents as such, shall not contribute to or otherwise support or assist any political party or candidate for office.”

Safety in Action (Adopted by the Board of Directors, 1949)

Extracts –

“The Council is non-commercial and non-political.

“Devise or help devise engineering, educational and enforcement measures for accident prevention.

“Help formulate model safety legislation and in this connection provide, on request, technical information and advice.

“Cooperate with other agencies in fire prevention and in the prevention of occupational disease.

“The size and complexity of the accident problem require the acceptance of responsibility not alone by individuals but by organizations and agencies, such as are found in agriculture, transportation, business and industry, civic enterprises, health and welfare work, education, government and labor.

“Government – federal, state and local – has responsibility for enacting and administering laws and regulations relating to safety, and for safe construction and operation of publicly-owned facilities. The National Safety Council cooperates with and assists such official agencies and their associations and helps develop public support for official safety measures and programs.”

Statement by the Executive Vice President in 1950

“Our general policy statement ‘Safety in Action’ declares that the Council as one of its functions ‘undertakes to...

‘Help formulate model safety legislation and in this connection provide, on request, technical information and advice.’

“As an educational institution, non-commercial, non-partisan and non-political, the National Safety Council has been classed by the Commissioner of Internal Revenue as being exempt from taxation, and contributions to it are considered deductible in individual and corporate tax returns. To remain in this classification the Council must, in the language of the Internal Revenue Code, continue to be operated exclusively for ‘educational’ purposes, and ‘no substantial part of the activities (may be) carrying on propaganda, or otherwise attempting to influence legislation.’

“Nearly all states and cities have laws designed to prevent accidents: traffic codes, building codes, industrial safety codes and the like. In the interest of safety it is important that such laws and regulations be adequate, reasonable, and in some cases uniform. The Council’s proper concern with such matters, conforming fully with the Internal Revenue Code, is expressed in the general policy statement quoted above. To be specific:

1. ‘Help formulate...’ The Council does not act alone in these matters, but jointly with all other organizations and agencies concerned.
2. ‘...model safety legislation...’ The standards thus formulated are models for use by states and cities. Examples: Uniform Vehicle Code and Model Traffic Ordinances; building and fire codes; safety codes of the American Standards Association.
 - a. Such standards deal with safe equipment and safe practices on the highway, in buildings, in places of public assembly, in work places and the like; and with essential administrative procedures such as chemical tests for intoxication, methods for formulation and for court review of administrative regulations, etc. They do not deal with financial, economic or political issues.
 - b. The Council does not formulate bills for introduction in a particular state legislature or city council. The Council and its Chapters give general support to such bills insofar as they conform to recognized safety standards.
3. ‘...safety legislation...’ The Council is concerned only with legislation whose primary purpose is accident prevention, and not with legislation aimed primarily at some other social or economic objective, even though having some incidental effect on accident prevention. Example: Workmen’s Compensation laws are not regarded as safety legislation.
4. ‘...and provide, on request, technical information and advice.’ Such information and advice are provided only at the request of a legislative committee, a public official, or a civic organization concerned.
5. ‘...technical information and advice.’ The information and advice provided by the Council (on request) deal with such technical matters as: the reasons why certain provisions for machine guarding, etc., are included in ASA and other recognized codes; why certain rules of the road, driver license provisions, etc. are included in the Uniform Vehicle Code and Model Traffic Ordinance; and the experience of other states or cities in the use of these or other requirements. The Council does not advise on political or economic issues.”

OPERATING PRINCIPLES APPLICABLE TO ALL DEPARTMENTS AND DIVISIONS

1. The purposes and characteristics of the safety movement as stated in Safety in Action constitute the basis for planning and conducting the work of all Departments and Divisions.
2. All Departments and Divisions will also have the following general responsibilities and principles:
 - a. Have one goal – to get those things done which will prevent accidents, save lives and limbs, and minimize economic losses. However, this organization will not assume or usurp any legal responsibility of a government agency, nor overlap or duplicate the safety efforts of other groups.
 - b. Encourage all agencies and groups to employ their resources for accident prevention within their natural areas of interest and influence, and assist groups to develop practical, effective projects and activities.
 - c. Endeavor to get public recognition for the constructive work done by various agencies and groups, and assist them to keep the public informed of their work.
 - d. Avoid public criticism of any public official or agency, or any private group or individual; rather put forth affirmative, constructive plans for improving safety conditions and actively work for their application.
 - e. Recommend use of equipment and ideas conforming to standards and tested principles, and favor the search for new and better accident prevention methods. However, this organization will not endorse any commercial product or enterprise.
 - f. Recognize that all effective accident prevention programs are based upon competent analysis of the problems with which they deal. Therefore, this Council will endeavor to get the facts of accident occurrences – where, when, why, how, and to whom accidents are occurring. Data should cover non-fatal as well as fatal accidents, and records must be maintained on a continuous, up-to-date, and uniform basis in order that trends may be observed and so that the effectiveness of accident control measures may be evaluated in terms of accident reduction.
 - g. Search for new solutions, but seek primarily to apply measures which have been demonstrated to be effective and essential to accident control. These measures, in the various fields of accident occurrence – traffic, occupational, etc. – are set forth in manuals and various other

publications, including published recommendations of national conferences.

- h. Provide continuous inventory and appraisal, not only of problems and needs, but also of what is being done about them, by official agencies and responsible unofficial groups, and assist them to perform with optimum effectiveness. Analysis of accident causes will not only reveal measures needed for their prevention, but will also in many instances suggest agencies best able to meet particular needs.
- i. Arrive at a clear understanding of major and minor needs and of the resources for meeting these needs. Priorities will be established and major attention given to serious deficiencies. In most phases of the accident problem, a relatively few accident sources and causes account for large numbers of accidents – these the Safety Council will seek to identify and alter. Substantial progress can be made only insofar as major causes are eliminated.
- j. Develop and maintain a written list of program goals for each field. (Certain projects may require careful planning and timing with official and other groups. In some instances, the Council will avoid premature, general publicity for certain program goals.)
- k. Use training opportunities for Council staff, and encourage training for staff of official and other agencies.