

**ENVIRONMENTAL, SAFETY & HEALTH  
NEWSLETTER**

**F.E.S.H.**  
2nd Quarter  
2004

*"The achievements of an organization are the results of the combined effort of each individual."  
-Vince Lombardi*

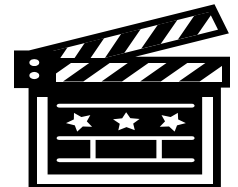
**OUR MISSION IS TO FOCUS ON  
EMPLOYEE SAFETY AND  
ENVIRONMENTAL COMPLIANCE**

In this 2nd quarter Environmental, Safety and Health Newsletter we wish to focus your attention on the following topics:

- **Desk of the Director**~ *Comments on the Apogent Merger.*
- **"From Our Home to Yours"** ~ *Back to School Safety*
- **REGULATORY Q&A**~ *Product Spills and Waste Determination*
- **ESH Alerts**~ *New ESH Systems Analyst*
- **The Safety Zone**~ *Forklift Operator Training*
- **The Recycle Bin**~ *The Sprinkler Summary*
- **2<sup>nd</sup> Quarter 2004 KPI's**



**FROM THE DESK OF  
THE DIRECTOR**



**Comments on the  
Apogent Merger**

Paul M. Montrone  
Chairman and  
Chief Executive Officer

August 2, 2004

Dear Colleague:

Today is an exciting day and a strategic milestone in our company's history. With the completion of our merger, Fisher Scientific and Apogent Technologies are one company. As a Fisher employee, I hope you will join me in welcoming our new colleagues from Apogent. If you are from Apogent, welcome!

The strength of any great company is in its people, and the focus and commitment you have demonstrated since the merger was announced have led to solid results. Today, Fisher Scientific is not only a bigger company but also a better one, with a powerful new platform for continued growth.





**FROM THE DESK OF  
THE DIRECTOR**  
Continued...



## Comments on the Apogent Merger

Continued...

- We have annual revenues of more than \$5 billion and sufficient cash flow and financial flexibility to pursue additional strategic growth opportunities as they arise.
- Annual sales of life-science products and services will reach \$1.1 billion.
- We have an outstanding portfolio of industry-leading brands and proprietary products that positions us as a preeminent provider of products and services to the scientific community.
- We now have a team of approximately 800 highly trained life-science, chemical and technical specialists to complement our larger global sales force—all of whom are dedicated to helping our customers succeed. This expanded knowledge and product expertise will distinguish Fisher Scientific from its competitors and enable us to better serve and expand our customer base.
- We have an enhanced global presence and a more integrated and efficient supply network that will help us continue to meet the evolving needs of our customers and remain uniquely competitive.

When I consider all of this, I am convinced that our future has never been brighter.

Fisher has earned its reputation by anticipating change and adapting to it. Over the past several months, our integration team has been working diligently on synergy initiatives. This team, made up of employees from Fisher and Apogent, has been identifying best practices and determining how we can leverage our combined strengths. As a result, we will hit the ground running. The changes we begin today will drive our success tomorrow, a success that is assured by your hard work and dedication.

Our company has always been fortunate to have the best employees in the world, and I'm confident that together we can continue our progress in this decade and beyond. Thank you for your continued support.

Sincerely,

Paul M. Montrone  
Chairman and  
Chief Executive Officer

## FROM OUR HOME TO YOURS

*Information for being safe at home....*



# BACK TO SCHOOL SAFETY TIPS



### Young students

Pedestrian injuries are the second leading cause of unintentional death among children ages 5 to 14. Children who walk to school or to a bus stop must be reminded to:

- Look left, right, then left again before crossing the street.
- Always try to cross a street when a crossing guard is present.
- Cross in front of the bus only after the driver signals it's ok to do so.



### High school students

Statistics show that teen drivers are four times more likely to be involved in a fatal crash than more experienced drivers. In fact, 6,000 young people are killed each year in fatal crashes. If your children drive:

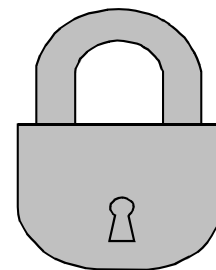
- Teach them to always buckle up and require everyone else in the car to buckle up as well.
- Remind them to always obey the speed limit.
- Choose a safe car for teens to drive—remember large cars are safer than small ones.
- Enforce no-drinking-and-driving rules.



### College students

The number one crime on college campuses is theft. One-out-of-every 10 college students will be robbed while away at school. Most students' belongings are covered under their parents' homeowner policies, but expensive computer equipment and other items may not be covered. Parents should check their policies to be sure. Also:

- Remind students to always lock dormitory doors, even if they are just going down the hall.
- Tell students not to keep large amounts of money or jewelry in their rooms.
- Have students mark personal property, such as book-bags and CDs, with identifiable marks.
- Check auto insurance if your child takes a car to school to be sure no additional coverage is needed.





# REGULATORY Q&A

## SUBJECT: Product Spills and Waste Determinations

**Q:** A customer spills product diesel fuel onto soil. The contaminated soil is thoroughly remediated and placed into a 55-gallon container. At what point is this spilled material of product diesel considered a waste and subject to hazardous waste and dangerous waste determination?

**A:** Per an EPA RCRA Hotline "Questions and Answers" memo dated May 1985, if product material in contaminated soil can be recycled, the spill residues are not solid wastes and are therefore not subject to RCRA. However, the generator bears the burden of proving that legitimate recycling will take place. The May 1985 memo specifically states:

*"... contaminated soils and other cleanup residues generally are solid wastes because of the difficulty associated with recycling wastes contained in environmental media", i.e. soils and waters.*

The May 1985 memo also states:

*"In the absence of strong, objective indicators of recycling or intent to recycle a spill residue, 'the materials are solid wastes immediately upon being spilled because they have been abandoned' (54 FR 48494; November 22, 1989)".*

The diesel fuel spilled onto soil is not a solid waste, IF the customer can legitimately recycle the spilled product. If the diesel fuel can't be recycled, the diesel fuel is a solid waste immediately upon being spilled onto the soil because it has been abandoned. Once the contaminated soil is determined to be a solid waste, the customer must determine if the material is a hazardous or dangerous waste. This customer's contaminated soil does not meet an F, K, U or P hazardous waste code listing and does not exhibit any characteristics, D001 through D043. In addition, this customer's contaminated soil does not meet any Washington State Dangerous Waste criteria. Therefore this diesel-contaminated soil is not regulated as a hazardous or dangerous waste.

### SUMMARY:

- EPA has stated that contaminated soils are generally solid wastes due to recycling difficulties.
- A product spilled onto soil could be recycled and therefore may not be a solid waste.
- EPA has also stated that generators bear the burden of proving intent to legitimately recycle.

If not recycled, materials are solid waste immediately upon being spilled due to abandonment.



## NEW ESH SYSTEMS ANALYST



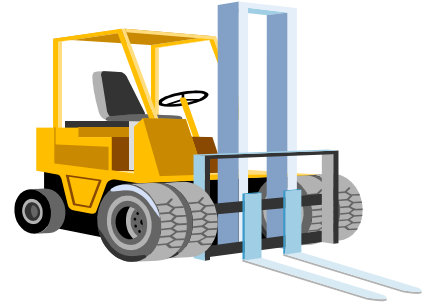
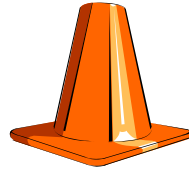
**Mike Nibert** has recently taken the position of Environmental Safety and Health Systems Analyst. Mike comes to the Fisher Scientific ESH team with two years of experience on the products side of Fisher Regulatory Affairs. Mike graduated from Duquesne University in 2001 with a bachelor's degree in biology, concentrating on molecular biology. After that, he worked for the University of Pittsburgh in computational toxicology research for Clairol, Inc., and database management for a pharmaceutical study, conducted by McKesson Pharmaceuticals. Mike joined Fisher in 2002 and has worked on database-management, regulatory reports, and systems management for the products side of Regulatory Affairs.

Please welcome Mike to the Fisher Scientific ESH Team as he makes his transition into his systems analyst role.



## The "SAFETY ZONE"

*Be Safe At All Times ...*



# Forklift Operator Training

## Introduction

The American Society of Mechanical Engineers (ASME) defines a "powered industrial truck" as a mobile, power-propelled truck used to carry, push, pull, lift, stack, or tier materials. Powered industrial trucks--more commonly known as pallet trucks, rider trucks, forklifts or lifttrucks--can be ridden or controlled by a walking operator. They can be powered through electric or combustion engines and designed for a variety of applications.

## Background

American industry currently uses more than 998,000 powered industrial trucks. The Occupational Safety & Health Administration (OSHA) estimates that industrial truck accidents cause roughly 101 fatalities and 94,570 injuries annually. The adoption of training requirements for industrial truck operators will prevent 11 fatalities and 9422 accidents annually. In addition, an annual savings of \$83 million in direct costs associated with lost workdays attributed to industrial truck accidents will be realized. Medical and indirect costs savings will increase benefits substantially beyond the direct savings.

## Training Requirements

The OSHA training requirements incorporate safe operation, training program implementation, training program content, refresher training and evaluation, avoidance of duplicate training, and certification.

## Safe Operation

The employer must ensure that every powered industrial truck operator is competent in the operation of a truck prior to operating as proven by the successful completion of the required training.

## Training Program Implementation

All operator training and evaluation must be conducted by individuals who have the knowledge, training, and experience to train and evaluate potential operators. Training must include a combination of formal instruction, demonstrations and practical exercises performed by the trainee, and an evaluation of the operator's performance. Practical exercises must be performed under the direct supervision of trainers and where the practical training does not endanger the trainee or other employees.

## ***Training Program Content***

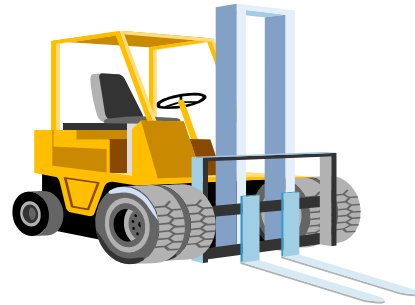
Trainees must be initially trained in the following areas:

### **TRUCK-RELATED**

- Operating instructions, warnings and precautions for type of truck
- Similarities and differences to automobiles
- Control and instrumentation location and use
- Engine or motor operation
- Steering and maneuvering
- Visibility
- Fork and attachment limitations and use
- Vehicle capacity
- Vehicle stability
- Vehicle inspection and maintenance
- refueling or charging batteries
- Operating limitations
- Other operating instructions, warnings or precautions listed in the operator's manual

### **WORKPLACE-RELATED**

- Surface conditions where truck is used
- Load composition and stability
- Load stacking, unstacking and transport
- Pedestrian traffic
- Narrow aisle and restricted area operation
- Operation in hazardous locations
- Ramp and sloped surface operation
- Unique or potentially hazardous conditions
- Operating the vehicle in closed environments



Because powered industrial trucks are manufactured by different companies with various models available, the training must be specific to the operating characteristics of the specific powered industrial truck the employee will be using.

### ***Evaluation and Refresher Training***

An evaluation of the performance of each powered industrial truck operator is to be conducted every three years. Refresher training is to be conducted so employees retain the ability to safely operate an industrial truck. Retraining should also be used if there is reason to believe that unsafe acts have been committed, an accident or near-miss occurs, an evaluation reveals a deficiency, assignment to a different type of truck, or a workplace condition changes that would effect truck operation.

### ***Certification***

The employer must certify that every operator has received appropriate training, has been evaluated and has demonstrated competency in performing the operator's duties. The name of the trainee, date of training and signature of the designated evaluator will be included in the certification.

## **Avoidance of Duplicate Training**

If a current or new truck operator has been trained in any of the required training elements and is authorized to operate a specific truck in a specific environment, the operator does not need to be retrained in these elements if the employer certifies the operator is competent.

## **Commonly Asked Questions**

### **Q. What is the stability triangle?**

**A.** The majority of counterbalanced industrial trucks have their weight supported on three points. Even on a four-wheeled truck, the front two drive wheels are two points on the stability triangle, while the back two steering wheels (which are connected on a central pivot) support the weight at the rear and make the third point. When these three points are connected with imaginary lines, the stability triangle is formed.

The stability triangle is useful in explaining the stability of a powered industrial truck. An unloaded truck on a level surface will have a center of gravity in the middle of the stability triangle. As a load is added to the truck, or if the truck is on an inclined surface, the center of gravity will move within the stability triangle. If the center of gravity moves outside of the stability triangle, the truck will tip over.

### **Q. What is considered formal training?**

**A.** Formal training is the combination of classroom training including lecture, discussion, video tape, interactive computer learning, or written material.

## **Sources for More Information**

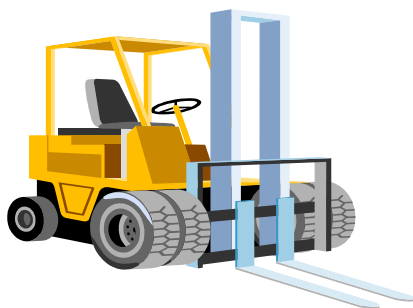
29 CFR 1910.178, Powered Industrial Trucks.

*Federal Register*, (63)230, December 1, 1998, pp. 66237-66274

*Federal Register*, (60)49, March 14, 1995, pp. 13782-13827.

ANSI/NFPA 505 Powered Industrial Trucks including Type, Areas of Use, Maintenance, and Operation, 1992 Edition.

ANSI/ASME B56.1-1993, Safety Standard for Low Lift and High Lift Trucks.





## The “RECYCLE BIN”



### The Sprinkler Summary

The ESH Team has been working with local authorities to get periodic fire-pump and sprinkler-testing discharges approved. There are three tests that occur if a facility has a fire pump on site (CHS, DEL, DVR, MWD, NED, SCD, SED, WDC, Cole-Parmer). Smaller centers would just conduct tests #1 and #2:

- 1) Churn test: recirculate water through pump monthly just to ensure that the pump is working properly, with minimal to no discharge;
- 2) Inspector main drain test (sprinkler test): test monthly or quarterly to ensure proper flow in sprinkler pipes (no air pockets that would inhibit flow) with minimal discharge;
- 3) Pump flow test: annual test to demonstrate 100 percent capacity of pump, uses connection to outside Siamese valves, psig of hoses compared to pump curve, with result in large discharge volume.

Since most states have regulatory authority over storm water regulations from the EPA, each individual locality has to be approached when considering approval for discharges to the storm sewer. Some counties and municipalities require a permit to direct these sprinkler discharges to the storm sewer. Others have less stringent requirements, and in those instances we have asked for written authorization in the form of a letter. In a few instances, local regulations exempt such discharges from requiring a permit or any written authorization directly in the county regulations.

- Sites that operate under coverage of the State General Storm Water Permit: SCD, CWA (in progress), DVR (in progress).
- Sites that have received written confirmation to discharge: CDC, NED, Cole-Parmer, SED (foam test approval-in progress), MWD (in progress), WDC (in progress).
- Sites where local regulations exempt discharge from permitting requirements: CHS, CNY, DEL, SED (except foam test), Fisher Hamilton-18<sup>th</sup> and Columbus St. Plants.

EMW indicated that they do not have a discharge during testing. LAL, MON, and SAN are not responsible for conducting the testing, but do receive copies of the sprinkler reports.

Discharge volume and frequency information is still being gathered for CST, RAL, PTO, Tampa, and other sites.

If you have any questions, please contact your Regional ES&H Manager or the ES&H Team.



## **NEXT ISSUE OF THE ESH NEWSLETTER**

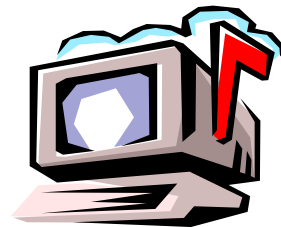
- **ESH Conference ~ September 27 – October 1, 2004.**
- **ESH Acronyms**
- **Poison Ivy**
- **Latex Gloves**

**If you have any questions about these topics, please contact one of the contributors by e-mail or telephone.**

**P.S. We are always open to suggestions on format or topics.**

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# KEY PERFORMANCE INDICATORS

## 2004 Agency Inspections

Location	2004 Q2 Inspections	2004 Q2 NOV/Findings	2004 NOV/ Inspection Rate
Agawam	0	0	0.00
CDC - Florence	1	3	3.00
Chino	3	0	0.00
Delmar (NEWARK)	1	0	0.00
Denver	4	5	1.25
Hanover Park	3	4	1.33
Houston	0	0	0.00
Instrument Services	0	0	0.00
Los Alamos	0	0	0.00
Montco	0	0	0.00
New York - Morris Plains	0	0	0.00
Orlando	0	0	0.00
Puerto Rico/Cayey	0	0	0.00
Raleigh	1	8	8.00
Rochester - EMW	4	2	0.50
Sandia	1	1	1.00
Santa Clara-WDC	0	0	0.00
Seattle	3	0	0.00
SEC	0	0	0.00
Suwanee	1	0	0.00
Washington, D.C.	0	0	0.00
<b>USDO Total</b>	<b>22</b>	<b>23</b>	<b>1.05</b>
<b>Challenge</b>			<b>0.00</b>

<b>2004 Violations/ Inspection Challenge</b>	<b>2004 Violations/ Inspection Goal</b>	<b>2004 Violations/ Inspection Concern</b>
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BPF	4	0	0.00
Dharmacon	1	0	0.00
Fair Lawn	7	4	0.57
NDC	2	0	0.00
Pierce-Milwaukee	0	0	0.00
Pierce-Rockford	0	0	0.00
Pierce-Woburn	0	0	0.00
Hyclone	0	0	0.00
<b>Bio-Chemical Total</b>	<b>14</b>	<b>4</b>	<b>0.29</b>
<b>Challenge</b>			<b>0.00</b>

Fisher Diagnostics	3	0	0.00
MAS	0	0	0.00
<b>Healthcare Total</b>	<b>3</b>	<b>0</b>	<b>0.00</b>
<b>Challenge</b>			<b>0.00</b>

Barnant	0	0	0.00
Cole Parmer	5	1	0.20
Fisher Clinical Services	0	0	0.00
Indiana/PA	5	0	0.00
Mt. Home	2	0	0.00
Pfeiffer Glass	0	0	0.00
SMC	1	0	0.00
Specialty Motors	1	0	0.00
Two Rivers	0	0	0.00
<b>GLP</b>	<b>14</b>	<b>1</b>	<b>0.07</b>
<b>Challenge</b>			<b>0.00</b>

<b>2004</b>	<b>2004</b>	<b>2004</b>
<b>Violations/</b>	<b>Violations/</b>	<b>Violations/</b>
<b>Inspection</b>	<b>Inspection</b>	<b>Inspection</b>
<b>Challenge</b>	<b>Goal</b>	<b>Concern</b>

<b>FSI Total</b>	<b>53</b>	<b>28</b>	<b>0.53</b>
<b>Challenge</b>			<b>0.00</b>

**2004 ESH Training Completed**

Location	Required ESH Training	Completed 2Q 2004	Completed 2004	Goal 2003
	Agawam	38	18	47.37%
CDC - Florence	49	20	40.82%	50%
Chino	39	19	48.72%	50%
Delmar (NEWARK)	27	13	48.15%	50%
Denver	36	19	52.78%	50%
Hanover Park	33	7	21.21%	50%
Houston	31	10	32.26%	50%
Los Alamos	24	8	33.33%	50%
Montco	24	8	33.33%	50%
New York - Morris Plains	30	0	0.00%	50%
Orlando	5	4	80.00%	50%
Puerto Rico/Cayey	27	9	33.33%	50%
Raleigh	22	17	77.27%	50%
Rochester - EMW	21	3	14.29%	50%
Sandia	28	6	21.43%	50%
Santa Clara-WDC	30	5	16.67%	50%
Seattle	32	18	56.25%	50%
Suwanee	33	15	45.45%	50%
Washington, D.C.	21	7	33.33%	50%
<b>USDO</b>	<b>550</b>	<b>206</b>	<b>37.45%</b>	<b>50%</b>

<b>2004</b>	<b>2004</b>	<b>2004</b>
<b>Training Completed</b>	<b>Training Completed</b>	<b>Training Completed</b>
<b>Challenge (%)</b>	<b>Goal (%)</b>	<b>Concern (%)</b>

NDC	18	9	50.00%	50%
BPF	18	9	50.00%	50%
Dharmacon	8	6	75.00%	50%
Fair Lawn	18	9	50.00%	50%
Pierce-Milwaukee	24	11	45.83%	50%

Pierce-Rockford	25	9	36.00%	50%
Pierce-Woburn	10	3	30.00%	50%
HyClone	27	3	11.11%	50%
<b>Bio-Chemical</b>	<b>148</b>	<b>59</b>	<b>39.86%</b>	<b>50%</b>

Barnant	39	24	61.54%	50%
Cole Parmer	37	24	64.86%	50%
Fisher Clinical Services	26	14	53.85%	50%
Indiana/PA	28	14	50.00%	50%
Mt. Home	35	20	57.14%	50%
Pfeiffer Glass	14	5	35.71%	50%
SMC	35	16	45.71%	50%
Specialty Motors	35	21	60.00%	50%
Two Rivers	35	17	48.57%	50%
<b>GLP</b>	<b>284</b>	<b>155</b>	<b>54.58%</b>	<b>50%</b>

<b>2004</b>	<b>2004</b>	<b>2004</b>
<b>Training Completed</b>	<b>Training Completed</b>	<b>Training Completed</b>
<b>Challenge (%)</b>	<b>Goal (%)</b>	<b>Concern (%)</b>

MAS	26	13	50.00%	50%
Fisher Diagnostics	26	18	69.23%	50%
<b>Healthcare</b>	<b>52</b>	<b>31</b>	<b>59.62%</b>	<b>50%</b>

<b>FSI</b>	<b>886</b>	<b>392</b>	<b>44.24%</b>	<b>50%</b>
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USDO					
SAFETY PERFORMANCE REPORT					
LOCATION	2004 Jan-Jun Injury Rate	2003 Jan-Jun Injury Rate	2004 2Q Injury Rate	2003 2Q Injury Rate	2003 Injury Rate
Washington, D.C.	28.07	0.00	0.00	0.00	9.55
Hanover Park	11.45	1.67	7.01	3.10	4.40
Delmar (NEWARK)	7.72	6.30	7.02	0.00	10.10
Chino	7.63	n/a	14.11		0.00
Suwanee	7.33	0.00	6.55	0.00	2.75
CDC - Florence	7.28	9.37	6.71	11.83	4.90
Agawam	5.99	5.40	0.00	0.00	5.54
Denver	5.82	22.82	9.19	33.90	15.11
Suwanee Customer Service	4.44	2.17	7.92	0.00	1.28
SEC	3.84	7.14	0.00	4.46	6.40
New York - Morris Plains	3.55	0.00	0.00	0.00	0.00
<b>2004 GOAL</b>	<b>2.84</b>		<b>2.84</b>		
<b>2004 AVERAGE</b>	<b>2.15</b>		<b>1.89</b>		
Fisher On-sites	1.10		1.29		0.41
C.O. - Pittsburgh	0.27	1.32	0.00	0.88	0.97
Hanover Park Customer Service	0.00	0.00	0.00	0.00	0.00
Houston	0.00	0.00	0.00	0.00	4.11

<b>2004 Injury Rate Challenge</b>
<b>2004 Injury Rate Goal</b>
<b>2004 Injury Rate Concern (industry average)</b>

Houston Customer Service	0.00	0.00	0.00	0.00	1.30
Instrument Services	0.00	3.37	0.00	6.17	1.65
Orlando	0.00	0.00	0.00	0.00	0.00
Puerto Rico/Cayey	0.00	9.93	0.00	20.80	0.00
Raleigh	0.00	0.00	0.00	0.00	0.00
Rochester - EMW	0.00	0.00	0.00	0.00	5.30
Santa Clara-WDC	0.00	0.00	0.00	0.00	0.00
Seattle	0.00	15.11	0.00	29.99	8.65
<b>USDO TOTAL</b>	<b>2.15</b>	<b>1.95</b>	<b>1.89</b>	<b>1.73</b>	<b>1.86</b>

**BIO-CHEMICAL  
SAFETY PERFORMANCE REPORT**

LOCATION	2004 Jan-Jun Injury Rate	2003 Jan-Jun Injury Rate	2004 2Q Injury Rate	2003 2Q Injury Rate	2003 YTD Injury Rate
Pierce-Woburn	8.62	n/a	17.82	n/a	w/Rockford
HyClone	5.06	n/a	8.77	n/a	12.18
Pierce-Rockford	4.00	n/a	4.11	n/a	6.50
<b>2004 AVERAGE</b>	<b>3.68</b>				<b>5.30</b>
<b>2004 GOAL</b>	<b>3.22</b>				<b>3.93</b>
Fair Lawn	2.72	5.07	2.51	0.00	3.86
Pierce-Milwaukee	0.00	n/a	0.00	n/a	0.00
NDC	0.00	5.30	0.00	3.66	3.61
Dharmacon	0.00	n/a	0.00	n/a	n/a
BPF	0.00	9.76	0.00	6.34	0.00
<b>BIO-CHEMICAL TOTAL</b>	<b>3.68</b>		<b>5.04</b>		<b>6.89</b>

<b>2004 Injury Rate Challenge</b>
<b>2004 Injury Rate Goal</b>
<b>2004 Injury Rate Concern (industry average)</b>

**HEALTHCARE  
SAFETY PERFORMANCE REPORT**

LOCATION	2004 Jan-Jun Injury Rate	2003 Jan-Jun Injury Rate	2004 2Q Injury Rate	2003 2Q Injury Rate	2003 Injury Rate
<b>2004 GOAL</b>	<b>2.89</b>		<b>2.89</b>		
MAS	1.14	6.08	2.35	4.01	3.06
Fisher Diagnostics	0.00	0.90	0.00	1.62	0.89
<b>2004 AVERAGE</b>	<b>0.50</b>		<b>0.96</b>		
<b>HEALTHCARE TOTAL</b>	<b>0.50</b>	<b>1.99</b>	<b>0.96</b>		<b>1.80</b>

**GLOBAL LAB PRODUCTS  
SAFETY PERFORMANCE REPORT**

LOCATION	2004 Jan-Jun Injury Rate	2003 Jan-Jun Injury Rate	2004 2Q Injury Rate	2003 2Q Injury Rate	2003 Injury Rate
Specialty Motors	8.70	8.81	7.65	16.42	4.74

Barnant	8.33	5.84	4.14	4.24	9.03
<b>2004 GOAL</b>	<b>7.51</b>		<b>7.51</b>		<b>3.93</b>
Epoxy	4.30	8.70	8.37	15.07	10.98
Fisher Clinical Services	2.87	1.95	3.01	2.05	3.05
<b>2004 AVERAGE</b>	<b>2.36</b>		<b>2.08</b>		<b>4.61</b>
Two Rivers	2.14	5.65	1.38	3.79	5.22
Cole Parmer	0.00	1.89	0.00	1.38	1.30
Indiana/PA	0.00	0.00	0.00	0.00	0.90
Pfeiffer Glass	0.00	5.60	0.00	0.00	6.00
SMC	0.00	0.00	0.00	0.00	2.89
<b>GLOBAL LAB PRODUCTS TOTAL</b>	<b>2.36</b>	<b>3.37</b>	<b>2.08</b>	<b>2.50</b>	<b>4.61</b>

<b>2004 Injury Rate Challenge</b>
<b>2004 Injury Rate Goal</b>
<b>2004 Injury Rate Concern (industry average)</b>

Fisher Scientific Company LLC SAFETY PERFORMANCE REPORT					
	2004 Jan-Jun Injury Rate	2003 Jan-Jun Injury Rate	2004 2Q Injury Rate	2003 2Q Injury Rate	2003 Injury Rate
All Operations	<b>2.42</b>	3.30	2.27	3.06	3.62
<b>2004 GOAL</b>	<b>4.58</b>				

2004 Reported Chemical Spills			
Location	2004 1Q Chemical Spills	2004 Jan-Jun Chemical Spills	2003 Chemical Spills
Agawam	1	4	11
CDC - Florence	0	1	11
Chino	1	7	5
Delmar (NEWARK)	1	1	1
Denver	0	0	4
Hanover Park	15	12	0
Houston	2	4	9
Instrument Services	0	0	0
Los Alamos	0	0	0
Montco	0	0	0
New York - Morris Plains	1	1	2
Orlando	0	0	1
Puerto Rico/Cayey	0	0	0
Raleigh	0	2	0
Rochester - EMW	0	0	0
Sandia	0	0	0
Santa Clara-WDC	0	1	0
Seattle	0	1	2
SEC	0	0	0
Suwanee	1	1	0
Washington, D.C.	0	0	0
<b>USDO Total</b>	<b>22</b>	<b>35</b>	<b>43</b>
<b>Goal (11.66/ quarter)</b>	<b>23.32</b>	<b>23.32</b>	

<b>Chemical Spill Rate Challenge (spills/month)</b>	<b>Chemical Spill Rate Goal (spills/month)</b>	<b>Chemical Spill Rate Concern (spills/month)</b>
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BPF	16	36	30
Fair Lawn	0	0	12
NDC	35	69	92
Pierce-Rockford	1	1	n/a
Pierce-Milwaukee	0	1	n/a
Hyclone	0	0	n/a
<b>Bio-Chemical</b>	<b>52</b>	<b>107</b>	<b>134</b>
<b>Goal (26.34/ quarter)</b>	<b>52.68</b>	<b>52.68</b>	

Barnant	0	0	0
Mt. Home	0	0	0
SMC	0	0	0
Fisher Clinical Services	0	0	0
Indiana/PA	0	0	0
Cole Parmer	1	1	1
Two Rivers	0	0	0
Pfeiffer Glass	1	3	0
Specialty Motors	0	0	0
<b>GLP</b>	<b>2</b>	<b>4</b>	<b>1</b>
<b>Goal (.32/ quarter)</b>	<b>0.64</b>	<b>0.64</b>	

MAS	0	0	1
Fisher Diagnostics	2	3	7
<b>Healthcare</b>	<b>2</b>	<b>3</b>	<b>8</b>
<b>Goal (2.33/ quarter)</b>	<b>4.66</b>	<b>4.66</b>	

<b>FSI Yearly Total</b>	<b>78</b>	<b>149</b>	<b>186</b>
<b>Goal (40.65/ quarter)</b>	<b>81.3</b>	<b>81.3</b>	

<b>Chemical Spill Rate Challenge</b> (spills/month)	<b>Chemical Spill Rate Goal</b> (spills/month)	<b>Chemical Spill Rate Concern</b> (spills/month)
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