

Summer 2023 started out wet and wild! Now, the heat is on!
MJS Legacy Safety Consulting Services LLC
continues to focus our attention on
'Providing Great Service and Building Lasting Relationships'

It has been our distinct pleasure to serve the needs of businesses both big and small since 1995. MJS Safety transitioned to **MJS Legacy Safety Consulting Services** in 2021 with the passing of our founder, Mike Stookey. But our goal has not changed. We continue to grow the legacy of customized service and individual attention that we have provided to so many companies in Colorado, Wyoming, Montana, and surrounding states. Meeting your unique safety and regulatory needs is our mission.

We look forward to continuing a productive and successful business relationship with you through **MJS Legacy Safety Consulting Services** for many years to come.

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DOL Adjustments to OSHA Civil Penalties for 2023

The U.S. Department of Labor changes to **Occupational Safety and Health Administration** civil penalty amounts based on cost-of-living adjustments for 2023.

In 2015, Congress passed the Federal Civil Penalties Inflation Adjustment Act Improvements Act to advance the effectiveness of civil monetary penalties and to maintain their deterrent effect. Under the Act, agencies are required to publish "catch-up" rules that adjust the level of civil monetary penalties and make subsequent annual adjustments for inflation no later than January 15 of each year. In 2023, January 15 fell on a Sunday and January 16 was a federal holiday. Therefore, new **OSHA** penalty amounts became effective Jan. 17, 2023.



OSHA's maximum penalties for serious and other-than-serious violations increased from \$14,502 per violation to \$15,625 per violation. The maximum penalty for willful or repeated violations increased from \$145,027 per violation to \$156,259 per violation.

- Visit the [OSHA Penalties page](#) and read the [final rule](#) for more information.
- Inspections, Citations, and Proposed Penalties Standard Number: [1903.15](#)
- [Enforcement Memo](#)

▶ **DOL Adjustments to OSHA Civil Penalties for 2023**

The U.S. Department of Labor changes to **Occupational Safety and Health Administration** civil penalty amounts based on cost-of-living adjustments for 2023. [read more...](#)

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▶ **Safe + Sound Week**

Participate in **Safe + Sound Week**, August 7-13, and recognize the value of **workplace health and safety programs**. This year's annual program will focus on **mental health and well-being**. [read more...](#)

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Anti-speed-limiter text lands in appropriations bill [read more...](#)

▶ **FMCSA finalizes lower UCR fees for 2024**

UCR fees for 2024 registration year about 9% reduced [read more...](#)

TRANSPORTATION NEWS SUMMARY cont'd

▶ FET Repeal May Hinge on Truck Safety, High ZEV Cost and Supply Chain Issues

While attempts have been made in the past to repeal the Federal Excise Tax, tougher emissions regulations combined with growing costs for zero-emission vehicles may help propel the latest effort across the finish line. [read more...](#)

▶ Moves Toward Making the Level 8 Inspection Reality on the Ground

The Commercial Vehicle Safety Alliance in 2017 wrote and adopted its Level 8 electronic inspection standard as, essentially, a driver inspection. [read more...](#)

▶ New Colo. Law: Move Over for Me — Colorado joining the ranks of just nine other states in offering robust "Slow Down, Move Over" protections to ALL disabled vehicles. [read more...](#)

MSHA NEWS SUMMARY

▶ The Mine Safety and Health Administration is now on **FACEBOOK!** [read more...](#)

▶ Department of Labor Impact Inspections in May 2023 Cited 279 Violations at 16 Mines, Including 83 Significant, Substantial Violations

Inspectors continue to identify serious hazards putting miners at risk [read more...](#)



MONTHLY SAFETY & HEALTH TIP NEWS SUMMARY

▶ Prioritize Employee Safety Through Disaster Contingency Planning

Disaster strikes without warning and can leave employees confused and lost. Anticipating emergencies prevents this. [read more...](#)

COVID INFORMATION/RESOURCES SUMMARY

For your convenience, we have moved all COVID information and resource [links](#) to the last page of the newsletter.



“Training Spotlight”

(a different course will be featured monthly)

> DRUG & ALCOHOL REASONABLE SUSPICION SUPERVISOR TRAINING COURSE(DOT/FMCSA/PHMSA)

The Reasonable Suspicion for Drug & Alcohol training course is required for all DOT regulated supervisors to assist them with recognition of drugs and alcohol in the workplace. Topics include drug use and abuse, alcohol use, proper steps to conduct a reasonable suspicion observation, and reasonable suspicion testing requirements and documentation.

For all of our Course Offerings visit the [MJS Legacy Safety website](#)

Schedule of classes August 2023: • TRAINING CENTER - 1760 BROAD ST, UNIT H, MILLIKEN, CO 80543

- *PEC Safeland Basic Orientation: NEW 2021 SAFELAND: Aug 7, 21; 8 – 4:30; This class available through video conference instructor led distance learning thru 6/30/22 - only upon request
• *First Aid/CPR/AED/BLOODBORNE PATHOGENS (We offer MEDIC FIRST AID): Aug 14, 30; 8 – noon; In Person Classes: This class is also available for blended learning (online) with remote or in-person skills assessment
• *Hydrogen Sulfide Awareness [ANSI Z390 -2017 Course]: Aug 14, 30; 12:30 – 4:30; This class available via Instructor Led video conference
• *OSHA 10 HOUR - GENERAL INDUSTRY OR CONSTRUCTION: Aug 2-3; 10-11; 16-17; 6 am – noon; This course is available upon request in English or Spanish, and is conducted in accordance with the latest OSHA Outreach Guidelines -3 student minimum- spread over 2 days -10 total contact hours Scheduled Upon Request - contact us today to schedule a class
• *Confined Space Entry Training Attendant, Supervisor, Competent Person & Entrant [NUCA Course]: Aug 4; 8 am – 2

To sign up for one of these classes, or inquire about scheduling a different class, Call Carrie at 720-203-4948 or Jeremy at 720-203-6325 Need any classes in Spanish? Contact carriejordan@mjssafety.com to schedule. For any last minute schedule updates, go to www.mjslegacysafety.com

▶ MJS Legacy Safety also offers custom classes to fit the needs of your company ◀

— FEATURED TRAINING PROGRAMS —

- Safeland Basic Orientation • Hydrogen Sulfide Awareness • First Aid/CPR
• OSHA 10 Hour for General Industry or Construction • Confined Space for Construction
• Competent Person for Excavations • HAZWOPER 8, 24 & 40 hr Courses

Unable to attend a class?

MJS Legacy Safety offers multiple “ONLINE TRAINING COURSES”

including

OSHA Construction, General Industry, Environmental, Hazardous Waste Public Safety, DOT, Human Resource, and Storm Water & ISO

or you can

Schedule training at our Training Center or On-Site at your Facility

Distance Learning & Video Conference classes: Through the Pandemic we have been able to offer Safeland and the PEC H2S Clear courses via video conferencing, and Veriforce has extended the authorization to continue this until at least June 2023. We are also able to offer the 1st aid/ CPR classes with an online blended learning option, and remote skills verification – as well as our In-House H2S Awareness Course. Ask about other distance learning opportunities for more information.

Video Conference Courses Must Be Scheduled Separately and Are Available Upon Request.

SOURCES FOR THIS ISSUE INCLUDE:

- OSHA
FMCSA
ISHN
US DOL
MSHA
CVSA
Overdrive
Chevron Pipeline & Power
AAA
colorado.gov

Order First Aid & other Safety Supplies www.mjssafety.com Jeremy 720-203-6325 Carrie 720-203-4948

Need Help With ISNetworld PEC/Veriforce NCMS Avetta/BROWZ TPS ALERT CALL US!!!

► MJS Legacy Safety can help guide you through training requirements. Call us! ◀

Drug Testing

More and more of the 3rd Party Auditing companies like NCMS and TPS Alert are requiring drug testing levels slightly above the levels of some of the regulatory levels to ensure drug testing is being completed each quarter.



MJS Legacy Safety Services conducts both drug testing and Auditing account management for our in-house consortium clients as well as the management of other client drug testing consortium accounts, such as DISA. Many have modified their random selections process to work more effectively when a policy is tied to multiple auditing agencies. In specific situations, this may result in slightly more random selections being generated than clients are previously used to seeing to ensure compliance with both the regulatory requirements as well as client specific requirements.

Drug testing policies typically mirror the requirements of an auditing agency (e.g. DOT, DCC, DISA Monitoring, NCMS, etc.). When customers setup a single policy for more than one monitoring agency, and these auditing agencies require different random percentages, the number of random selections generated may be lower than one of the two agencies requires.

**If you have questions on the selection process,
need assistance with the management of your TPS Alert, NCM, or
other drug testing audit accounts,
or need to sign up for a consortium, give us a call!**

Report a Fatality or Severe Injury

- All employers are required to notify **OSHA** when an employee is killed on the job or suffers a work-related hospitalization, amputation, or loss of an eye.
- A fatality must be reported within 8 hours.
- An in-patient hospitalization, amputation, or eye loss must be reported within 24 hours.

To Make a Report

- Call the nearest [OSHA office](#).
- Call the OSHA 24-hour hotline at [1-800-321-6742](tel:1-800-321-6742) (OSHA).
- [Report online](#)

Be prepared to supply: Business name; names of employees affected; location and time of the incident; brief description of the incident; contact person and phone number. [FAQ's](#)

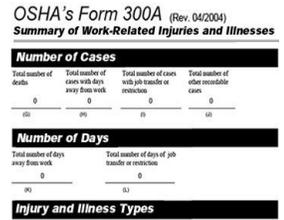




Collecting data on workplace injuries and illnesses is an important element of the **Occupational Safety and Health Administration's** mission to improve workplace safety and health.

Establishments in [certain industries](#) **Must Submit Required Injury And Illness Data** for each calendar year by **March 2** of the following year using Form 300A.

Employers must post their most recent Summary of Work-Related Injuries and Illnesses (Form 300A) from February 1 through April 30 in a visible location for their employees' awareness.



If your establishment is required to submit this data, you must use [OSHA's Injury Tracking Application](#), or ITA.

The DOL recently updated the ITA as part of the Department of Labor's information technology modernization and security enhancement efforts.

What's different? All current and new account holders must connect your ITA account to a [Login.gov account](#) with the same email address in order to submit your data.

Why must employers create a Login.gov account to submit workplace injury and illness data to OSHA?

Login.gov is a secure sign-in service that allows the public to access government applications using one account and password. Since October 2022, the **OSHA Injury Tracking Application** requires you to create an ITA account and then a Login.gov account to report your establishment's injury and illness data. This [video](#) explains how to create an account or log in to an existing account using [Login.gov](#).

You can find answers to other [FAQs](#) as well as detailed instructions for entering injury and illness information in the ITA.

Need more assistance? Use the [help request form](#) at the end of the FAQs.

To report safety and health violations, file a complaint, or ask safety and health questions, call 800-321-6742 or visit [osha.gov/ContactUs](#).

DOL Announces Rule Expanding Submission Requirements for Injury, Illness Data Provided by Employers in High-Hazard Industries



Final rule takes effect Jan. 1, 2024, for certain employers

The U.S. Department of Labor recently announced a final rule that will require certain employers in designated high-hazard industries to electronically submit injury and illness information – that they are already required to keep – to the department's **Occupational Safety and Health Administration**.

The [final rule takes effect on Jan. 1, 2024](#), and now includes the following submission requirements:

- Establishments with 100 or more employees in certain high-hazard industries must electronically submit information from their Form 300-Log of Work-Related Injuries and Illnesses, and Form 301-Injury and Illness Incident Report to OSHA once a year. These submissions are in addition to submission of Form 300A-Summary of Work-Related Injuries and Illnesses.
- To improve data quality, establishments are required to include their legal company name when making electronic submissions to OSHA from their injury and illness records.

OSHA will publish some of the data collected on its website to allow employers, employees, potential employees, employee representatives, current and potential customers, researchers and the general public to use information about a company's workplace safety and health record to make informed decisions. OSHA believes that providing public access to the data will ultimately reduce occupational injuries and illnesses.

"Congress intended for the Occupational Safety and Health Act to include reporting procedures that would provide the agency and the public with an understanding of the safety and health problems workers face, and this rule is a big step in finally realizing that objective," explained Assistant Secretary for Occupational Safety and Health Doug Parker. "OSHA will use these data to intervene through strategic outreach and enforcement to reduce worker injuries and illnesses in high-hazard industries. The safety and health community will benefit from the insights this information will provide at the industry level, while workers and employers will be able to make more informed decisions about their workplace's safety and health."

The final rule retains the current requirements for electronic submission of information from Form 300A from establishments with 20-249 employees in certain high-hazard industries and from establishments with 250 or more employees in industries that must routinely keep **OSHA** injury and illness records.

The announcement follows proposed amendments announced in March 2022 to regulations for requiring specific establishments in certain high-hazard industries to electronically submit information from their Log of Work-Related Injuries and Illnesses, and Injury and Illness Incident Report.

Learn more about [OSHA's injury and illness recordkeeping and reporting requirements](#).

Upcoming Fee Changes for Student Course Completion Cards for Outreach Training Program

Effective Oct. 1, 2023, OSHA will increase the fee for new course completion cards from \$8 to \$10 per card to address significant cost changes associated with producing and distributing the cards. The new fee reflects the first cost increase since 2017.

OSHA also announced the agency will adjust the fee every two years if needed based on the Consumer Price Index.

Fees for replacement cards, established by the Authorizing Training Organizations, may also be affected by this cost increase. Workers who already have outreach cards **do not** need to request replacements.

OSHA has created 10- and 30-hour basic safety courses tailored to construction, maritime and general industry, as well as 7.5- and 15-hour classes for disaster site workers. These courses cover the basics of worker rights and OSHA protections. They also describe how to identify, avoid and prevent workplace hazards. OSHA does not require these courses but some municipalities, unions, employers and other organizations do. In fiscal year 2022, the program trained more than one million students.

To obtain copies of course completion documents, such as student course completion cards, students must contact the original training provider. Please note, replacement student course completion cards for OSHA Outreach Training Program classes cannot be issued for training completed more than five years ago. Only one replacement card may be issued per student per class.

[Authorized outreach trainers and online providers](#)

[More about OSHA's voluntary Outreach Training Programs](#)



MJS Legacy Safety

is an [Authorized Outreach Trainer](#).

We offer the OSHA 10 & 30 hour courses for students.

WE CAN HELP WITH REPLACEMENT STUDENT COURSE COMPLETION CARDS IF THE COURSE WAS TAKEN WITH CARRIE AND IS LESS THAN 5 YEARS OLD.

Give us a call!

IMPORTANT INSPECTION NOTICE...

Chevron Pipeline & Power - Inspection Notice: MSA V-TEC™ AND V-EDGE™ SRLs



SOURCE: Chevron Pipeline & Power

Dear MSA Fall Protection Customer,

MSA is issuing this [Inspection Notice](#) (*pdf*) to inform you of a one-time inspection procedure regarding your MSA V-TEC and V-EDGE SRLs that were manufactured prior to July 2023.

MSA has received a field report of a limited number of MSA V-TEC and V-EDGE Self-Retracting Lifelines (SRLs) that were assembled with the lifeline terminated improperly inside the unit. When the line is extended out near the end of the SRL, a V-TEC or V-EDGE SRL without a properly terminated lifeline may not arrest a fall.

MSA has not received any reports of injuries associated with this condition. However, we are requesting that you perform the inspection outlined in this [notice](#).

Our investigation has determined that the SRL model numbers listed below for manufacturing dates prior to July 2023 are potentially affected. Please review the linked Inspection Notice and inspect your product immediately.

If you have any questions regarding this Inspection Notice please contact us at ProductSafetyNotices@MSAsafety.com.

We apologize for any inconveniences that this may cause; however, your safety and continued satisfaction with our products is important to us.

Retaliation

An employer cannot retaliate against a worker for exercising their rights.

The whistleblower laws that OSHA enforces prohibit employers from retaliating against employees for engaging in activities protected under those laws.

What is retaliation?

Retaliation occurs when an employer (*through a manager, supervisor, or administrator*) fires an employee or takes any other type of adverse action against an employee for engaging in protected activity.

What is an adverse action?

An adverse action is an action which would dissuade a reasonable employee from raising a concern about a possible violation or engaging in other related protected activity. Retaliation harms individual employees and can have a negative impact on overall employee morale. Because an adverse action can be subtle, such as excluding employees from important meetings, it may not always be easy to recognize.

Adverse actions may include actions such as:

- Firing or laying off
- Demoting
- Denying overtime or promotion
- Disciplining
- Denying benefits
- Failing to hire or rehire
- Intimidation or harassment
- Making threats
- Reassignment to a less desirable position or actions affecting prospects for promotion (such as excluding an employee from training meetings)
- Reducing or changing pay or hours
- More subtle actions, such as isolating, ostracizing, mocking, or falsely accusing the employee of poor performance
- Blacklisting (intentionally interfering with an employee's ability to obtain future employment)
- Constructive discharge (quitting when an employer makes working conditions intolerable due to the employee's protected activity)
- Reporting or threatening to report an employee to the police or immigration authorities

Whistleblower: Workers Have Rights (Card)

(OSHA 3850 – 2016) English: [pdf](#)
(OSHA 3850 – 2016) Spanish: [pdf](#)
(OSHA 4262 – 2023) Arabic: [pdf](#)
(OSHA 4263 – 2023) Karen: [pdf](#)
(OSHA 4264 – 2023) Somali: [pdf](#)
(OSHA 4265 – 2023) Vietnamese: [pdf](#)

Are temporary workers protected from retaliation?

When a staffing agency supplies temporary workers to a business, both the staffing agency and its client (*commonly referred to as the host employer*) may be held legally responsible for retaliating against workers. For additional information on whistleblower protection rights of temporary workers, please see [OSHA's Temporary Worker Initiative Bulletin No. 3 – Whistleblower Protection Rights](#).

What is an example of retaliation?

Example situation:

A worker informed her employer that she called OSHA because she believed there was a fire hazard that her employer refused to fix. The worker had reported the fire hazard previously to her employer. A workplace practice existed which allowed all employees to swap shifts if they needed to take time off. The worker tried to swap shifts a few days after she told her employer that she called OSHA, but her employer did not allow her to swap. However, the other employees were still allowed to swap shifts.

Example analysis:

*Workers have a right to call OSHA to report an unsafe condition. Section 11(c) of the Occupational Safety and Health Act protects workers who file complaints with OSHA. By calling OSHA to complain about the fire hazard, the worker engaged in protected activity under one of the whistleblower laws administered by OSHA. She informed her employer that she called OSHA. Her employer denied her shift swap only a few days after being notified that she called OSHA. In addition, she was the only employee denied the ability to swap shifts. The denial of the shift swap is an adverse action. And, in this case, it appears that her employer denied her shift swap **because** she engaged in the protected activity. If the employer denied her request to swap because she called OSHA, then retaliation has occurred and the employer's actions violated section 11(c) of the Occupational Safety and Health Act.*

Prioritizing Warehouse Safety

DOL Announces National Emphasis Program Aimed at Reducing, Preventing Workplace Hazards in Warehouses, Distribution Centers

Program also includes mail, parcel processing; local delivery; high-risk retail workplaces



The U.S. Department of Labor's **Occupational Safety and Health Administration** recently launched a [national emphasis program](#) to prevent workplace hazards in warehouses, processing facilities, distribution centers, and high-risk retail establishments.

In the **past 10 years**, warehousing and **distribution centers** have experienced tremendous growth with [more than 1.9 million people employed in the industry](#). The **Bureau of Labor Statistics** data shows **injury and illness rates** for these establishments are **higher than in private industry overall** and, in **some sectors**, more than **twice the rate** of private industry.

"Our **enforcement efforts** are designed to **do one thing**: lead to **permanent change in workplace safety**," said Assistant Secretary for **Occupational Safety and Health** Doug Parker. "This **emphasis program** allows **OSHA** to **direct resources** to establishments where **evidence shows** employers must be **more intentional** in addressing the **root causes** of worker injuries and **align their business practices** with the **goal to ensure** worker health and **safety**."

Under this **three-year emphasis program**, **OSHA** will **conduct comprehensive safety inspections** focused on hazards **related to powered industrial vehicle operations**, material handling and **storage**, walking and **working surfaces**, means of egress and **fire protection**. The program **will also include** inspections of **retail establishments** with **high injury rates** with a **focus on storage** and **loading areas**; however, **OSHA** may **expand an inspection's scope** when **evidence shows that violations may exist** in other **areas** of the **establishment**.

In addition, **OSHA** will **assess heat** and ergonomic **hazards** under the **emphasis program**, and health inspections **may be conducted** if **OSHA** determines these **hazards are present**.

Inspected **establishments** will be chosen **from two lists**. One includes **establishments** with **industry codes** covered under this **emphasis program**. The second **consists of a limited number of retail establishments** with the **highest rates of injuries** and illnesses resulting in **days away**, restricted duty or **job transfer**.

State plans are **required to adopt** this **emphasis program** or establish a **different program** at least as **effective** as the **federal model**.



Did You Know?

OSHA [announced a notice of proposed rulemaking](#) to clarify that [personal protective equipment](#) for construction workers must fit each employee properly to protect them from occupational hazards. Comments and hearing requests must be [submitted by September 18](#).

¿Sabías?

OSHA [ha anunciado una propuesta de reglamento](#) para aclarar que los [equipos de protección personal](#) de los trabajadores de la construcción deben ajustarse adecuadamente a cada empleado para protegerle de los riesgos laborales. Los comentarios y las solicitudes de audiencia deben [presentarse antes del 18 de septiembre](#).



Safe + Sound Week

Participate in [Safe + Sound Week](#), August 7-13, and recognize the value of [workplace health and safety programs](#). This year's annual program will focus on [mental health and well-being](#).

Semana de Sano + Salvo

Participe en la [Semana de Sano + Salvo](#), del 7 al 13 de agosto, y reconozca el valor de los [programas de salud y seguridad en el lugar de trabajo](#). El programa anual de este año se centrará en [la salud mental y el bienestar](#).

... fall protection failures

June 27, 2023

US Department of Labor Cites Utah Solar Power Company after Inspectors find Workers Atop Snow-Covered Johnstown Roof Without Fall Protection

Company history of workplace safety violations continues

Cited **12 times since 2018** for endangering workers, a Utah-based **solar provider allowed** employees to **work on an icy, snow-covered two-story roof** in Johnstown **without legally required fall protection** in **late December 2022**, a **U.S. Department of Labor safety investigation found**.

Acting on a **complaint about workers' safety at risk**, **OSHA** opened an **inspection** and found that the **solar provider ignored fall protection requirements** in the company's **safety and health program**, which exposed its **employees to falls from elevation**, the **construction industry's leading cause of death**.

An **onsite company manager** told an **OSHA investigator** that he did **not enforce the safety program** for a **one-day job**. In addition to **not ensuring the use of fall protection**, the company **also did not provide** employees on the **ground with hard hats to protect them from objects falling** from the roof. **OSHA** cited the **company for lack of hard hats** and willfully **exposing workers to falls**, with a **total proposed penalty of \$170,992**.

"*Serious and fatal injuries on construction sites can occur on day one or day 10,*" said **OSHA Area Director Amanda Kupper** in Denver. "*Regardless of how long a project takes, employers are required to protect their workers from start to finish.*"

Since 2018, the **company's history of workplace safety issues** includes **OSHA violations** from **inspections** in **May 2018 in Arvada; December 2020 in San Antonio, Texas, and Hampton, Virginia;**



September 2022 in Aurora and in Gresham, Oregon; and February 2023 in Garner, North Carolina.

Founded in 2013, the company **provides design, installation and inspection, and system maintenance of residential solar power systems**. The **company has locations in 11 states nationwide**.

The **solar provider had 15 business days** from **receipt of the citation and penalties to comply, request an informal conference with OSHA's area director, or contest the findings** before the independent **Occupational Safety and Health Review Commission**.

OSHA's [stop falls website](#) offers safety information and video presentations in **English and Spanish to teach workers about fall hazards and proper safety procedures**.

Reminder - Revised Federal Drug Testing Custody and Control Form Mandatory



- As of August 30, 2021, DOT-regulated employers and their service agents [collectors, laboratories, Medical Review Officers (MRO)] must use the '[revised CCF](#)'. ◀

[Learn more](#) about what this means for DOT drug testing.



COLORADO
Department of Revenue

Home page for State of Colorado/ Colorado Department of Revenue –
Division of Motor Vehicles - [link](#)

DOT Implements Annual Regs Violation Penalty Increases

The Department of Transportation published a final rule in the *Federal Register*, Monday, March 21, 2022 updating the civil penalty amounts (*effective immediately*) that may be imposed for violations of certain DOT regulations, including **Federal Motor Carrier Safety Administration** regulations focused on in trucking-company audits.

[The updated fines for FMCSA regulations violations can be seen here.](#)

Brake Safety Week: BRAKE LININGS AND PADS UNDER SCRUTINY

Brake linings and pads will be the focus of **Brake Safety Week, Aug. 20-26**, according to the **Commercial Vehicle Safety Alliance**.

Throughout the [weeklong blitz](#), law enforcement officers will **inspect brake systems** and remove **commercial motor vehicles** found to have **brake-related out-of-service** violations from **roadways** until those **violations are corrected**. Throughout the week, **CVSA-certified inspectors will conduct their usual inspections**. However, they will be **reporting brake-related inspection and violation data to the alliance**.

“*The focus of this year’s Brake Safety Week is on the condition of the brake lining and pad,*” said **CVSA** President Maj. Chris Nordloh with the **Texas Department of Public Safety**. “*Brake lining and pad issues may result in vehicle violations and could affect a motor carrier’s safety rating.*”

When inspectors conduct the brake portion of a [Level I or Level V Inspection](#), they will:

- Check for missing, non-functioning, loose or cracked parts
- Check for contaminated, worn, cracked and missing linings or pads
- Check for S-cam flipover
- Listen for audible air leaks around brake components and lines
- Check that slack adjusters are the same length (from center of S-cam to center of clevis pin) and the air chambers on each axle are the same size
- Ensure the brake system maintains air pressure between 90-100 psi (620-690 kPa) and measure pushrod travel
- Inspect for non-manufactured holes (e.g., rust holes, holes created by rubbing or friction, etc.) and broken springs in the spring brake housing section of the parking brake
- Inspect required brake system warning devices, such as anti-lock braking system (ABS) malfunction lamp(s) and low air-pressure warning devices
- Inspect the tractor protection system, including the bleedback system on the trailer
- Ensure the breakaway system is operable on the trailer



During a recent unannounced brake inspection day, **inspectors placed 679 commercial vehicles out of service** in the **U.S.** A total of **5,901 vehicles** were inspected in the U.S.

[In last year’s Brake Safety Week](#), **38,117 inspections** were conducted and **5,070 -- or 13.3% of inspected vehicles -- had brake-related violations**.

More than 3.4 million brakes have been **inspected** since the **program’s inception in 1998**.



Another Push to Block Speed Limiters Emerges in Congress

Anti-speed-limiter text lands in appropriations bill

A House Appropriations Committee subcommittee on Wednesday, July 12, approved an appropriations bill that includes a provision to block the **Federal Motor Carrier Safety Administration** from mandating speed limiters on heavy-duty trucks.



The House Transportation, Housing and Urban Development, and Related Agencies (THUD) Subcommittee approved an appropriations bill for fiscal year 2024 by voice vote that, if eventually passed, would set funding levels for the Department of Transportation for FY 2024, among others.

The bill includes a provision that states that “none of the funds appropriated or otherwise made available” by the bill “may be used to promulgate any rule or regulation to require vehicles with a gross vehicle weight of more than 26,000 pounds operating in interstate commerce to be equipped with a speed limiting device set to a maximum speed.”

With the bill being advanced by the subcommittee, it will now move to the full Appropriations Committee. A markup of the bill was scheduled for Tuesday, July 18. If passed, it would then move to the full House floor. It would still need to be passed by the Senate and signed by the President to be enacted.

FMCSA in 2022 published an advance notice of proposed rulemaking exploring the possibility of mandating speed limiters on trucks. A notice of proposed rulemaking is expected this year to officially propose the mandate, but it has yet to be published.

The appropriations bill isn't the first attempt by Congress to block a speed limiter mandate. A bill introduced in the House in May by Rep. Josh Brecheen (R-Oklahoma) – the Deregulating Restrictions on Interstate Vehicles and Eighteen-Wheelers (DRIVE) Act – that would prohibit FMCSA from issuing a rule or regulation to require speed limiters on trucks. The legislation is up to 21 co-sponsors -- all Republicans.

FMCSA finalizes lower UCR fees for 2024

UCR fees for 2024 registration year about 9% reduced

FMCSA announced in a *Federal Register* notice that published Thursday, June 22nd, that it is reducing the fees for registration in the Unified Carrier Registration (UCR) Plan and Agreement for the 2024 registration year.

The fees for the 2024 registration year are approximately 9% less than fees for 2023, with varying reductions between \$4 (for the smallest carriers) and \$3,453, depending on the applicable fee bracket. The changes reduce the fees paid by motor carriers, brokers, freight forwarders, and leasing companies to the UCR Plan and the participating states.



The UCR Plan Board provides fee adjustment recommendations to the Secretary when revenue collections result in a shortfall or surplus from the amount authorized by statute. If there are excess funds after payments to the States and for administrative costs, they are retained in the UCR Plan's depository, and fees in subsequent fee years must be reduced.

The official website of the UCR plan is Plan.UCR.gov.

The new fees for the 2024 registration year:

2023 vs. 2024 Unified Carrier Registration Plan fees						
No. of power units	0-2	3-5	6-20	21-100	101-1,000	1,001 and above
2023 fee (previous)	\$41	\$121	\$242	\$844	\$4,024	\$39,289
2024 fee (new)	\$37	\$111	\$221	\$769	\$3,670	\$35,836
Difference	-\$4	-\$10	-\$21	-\$75	-\$354	-\$3,453

FET Repeal May Hinge on Truck Safety, High ZEV Cost and Supply Chain Issues



While attempts have been made in the past to repeal the Federal Excise Tax, tougher emissions regulations combined with growing costs for zero-emission vehicles may help propel the latest effort across the finish line.

The Federal Excise Tax got its start over 100 years ago to help pay the hefty price tag for World War I. U.S. Congressman Doug LaMalfa (R-Calif., District 1) who has long supported repealing the FET noted that the tax on new heavy-duty vehicles has grown through the years from 3 to 12%.

Now with company and government mandates in place calling for a fast-paced switch to costly zero-emission vehicles, some even before the end of this decade, LaMalfa thinks a bipartisan FET repeal bill he introduced to the House of Representatives in March has a better chance of passing.

The *Modern, Clean and Safe Trucks Act of 2023* (H.R. 1440) was also introduced at the same time in the Senate by U.S. Senators Todd Young (R-Ind.) and Ben Cardin (D-Md.), who noted that the tax is “the highest levied on any product” and that it “discourages private investment to modernize America’s truck fleet with cleaner and safer trucks and trailers.”

The seven-page bill points out that the 12% FET adds between \$12,000 and \$22,000 to the cost of a new heavy truck, tractor or trailer. That’s not including zero emission electric and hydrogen fuel cell trucks which cost much more.

LaMalfa, who supported a prior effort to repeal FET in 2020 during the height of the Covid-19 pandemic, told *Commercial Carrier Journal* that increased pressure on the trucking industry is giving the latest repeal effort a better shot at passing.

“Due to the continuous efforts of California and the Biden Administration, new rules, regulations and requirements are being thrown on any vehicle daring to continue using gas and diesel,” LaMalfa said. “These mandates aren’t free. They spike the cost of trucks, tractors and other heavy equipment by thousands of dollars. But the facts on the ground don’t change: trucks carry 72% of the nation’s freight by tonnage (and 81% by revenue). The left’s preferred alternative, electric and zero-emission trucks, aren’t affordable. Repealing the FET puts safer and cleaner trucks on the road.”

When asked how confident he was in the bill’s passage, LaMalfa said it was vital to package the bill with other issues that have caught the attention of Congress including supply chain hang-ups.

“The key to passing this bill will be finding the appropriate vehicle to include it in,” LaMalfa said. “There are several tax provisions waiting to be extended, and there is some interest in Congress considering a broad supply chain package too.”

LaMalfa is under no illusions that H.R. 1440 is up against plenty of opposition.

“Some Members consider the FET to be fair because it taxes some of the heaviest vehicles on the road, but they fail to see that it is completely arbitrary; you’re charged the full amount whether that truck is on the road for 20 years or 20 minutes over its lifetime,” LaMalfa said. “Every other Highway Trust Fund revenue source is based on usage like gas tax, tire tax, annual use tax, etc.”

Since its introduction to the House in March, H.R. 1440 has remained in the House Committee on Ways and Means. When asked how long it might take before the bill comes up for a final vote, LaMalfa said, “Congress runs on deadlines. Most bills don’t pass until Christmas or New Years.”

In the meantime, LaMalfa said those wishing to see the bill’s passage should get in touch with their representatives and “remind them that this is not just another tax repeal. It’s putting safer trucks on the road at a time when accidents involving heavy trucks is increasing. It’s putting cleaner trucks on the road, at a time when fleets are being required to reduce emissions. It’s paying for all the mandates and rules that have driven up the cost of buying, owning and operating a truck. It’s eliminating an unreliable and arbitrary fee that is paid into a Trust Fund, which Congress neglected into insolvency.”

Supporters of H.R. 1440 include the American Trucking Associations, American Truck Dealers and the Zero Emission Transportation Association.

Moves Toward Making the Level 8 Inspection Reality on the Ground

The **Commercial Vehicle Safety Alliance** in 2017 wrote and adopted its **Level 8 electronic inspection standard** as, essentially, a **driver inspection**. In theory, that inspection would occur without intervention of a trooper at a weigh station or roadside.

‘The definition mirrored a Level 3 inspection,’ said **CVSA’s** Sova, formerly lead **Federal Motor Carrier Safety Assistance Program** liaison in his leadership role with the North Dakota state truck enforcement unit. *“This was something that we thought could eventually be developed into an electronic inspection.”*

That inspection standard, though, essentially *“laid dormant for several years,”* Sova said. Before it came into being, and after, private-sector companies like Drivewyze, working with ELD providers, among others, had shown the potential to transmit data from a rolling truck forward to an inspection facility in so-called e-inspection, or “expedited Level 3,” trials. Among such data were elements of what the Level 8 standard called for, namely:

- A “descriptive location, including GPS coordinates”
- Electronic validation of the current operator, including “driver’s license class” and any endorsements, a “valid Medical Examiner’s Certificate” and, where applicable, a Skill Performance Evaluation (SPE) Certificate for those with medical waivers for missing limbs
- Current hours of service status and compliance information
- The USDOT or (Canada) NSC number of the authorized carrier, power unit registration information, operating authority info, and Unified Carrier Registration (UCR) compliance information.

Not all of this was included in those expedited Level 3 trials, but a majority in fact was, proving that technology to do this, at least for motor carriers voluntarily participating in such a program, has long been somewhat feasible.

In the e-inspection demonstrations to date, virtually all have been enabled by the presence of an electronic logging device in the trucks involved, yet another outgrowth of the 2017-implemented ELD mandate.

Few owner-operators view the notion of automated, rolling inspections of this manner positively, that’s sure. As shown in the chart below, 58% of **Overdrive’s State of Surveillance** survey respondents felt the Level 8 inspection represented just another step in ongoing intrusions on “privacy and personal data.” Few, however, saw it coming to a scale house anytime soon. Only 1 in 10 respondents felt states were close to it now.

Yet **CVSA** last Fall established an ad hoc committee devoted to the Level 8 and its future implementation, Sova said. Around the same time, **FMCSA** asked for public comment on a **CVSA** petition for a unique electronic identifier (often referred to with the UID acronym) that could be transmitted to roadside. Steve Vaughn, Senior Vice President for Field Operations with the PrePass Safety Alliance, in a talk, connected the dots between UID and the Level 8. He viewed any established electronic UID system as a stepping stone to get to those Level 8 inspections, and those as charting a path toward yet another automated inspection program – **CVSA’s** plan for how to account for fully automated trucks, where no driver is present in-cab.

CVSA at its Fall 2022 meeting adopted a new standard for inspections of automated vehicles. Turns out these vehicles may not exactly be inspected by law enforcement as much as they are by the controlling motor carrier and its personnel, certified to **CVSA** standards for that purpose. There’s more to it than that, though. Vaughn gives a fairly realistic assessment of the vision for what a connected, fully autonomous truck might be able to communicate with the roadside.

Those trucks, he said, “will have all the critical components on that vehicle -- brakes, brake lights, steering, other items -- they will all have sensors on them. They’ll be tested before they leave the yard. As it’s driving down the road, if any of those sensors indicate there’s a problem, then that vehicle will be required to pull in.” Motor carriers using such trucks under **CVSA’s** new standard are envisioned to be required to conduct point-of-origin and destination inspections, including inspections at specific intervals throughout the trip.

CVSA’s Sova notes elements of the automated-trucks inspection program surfaced in discussions at a forum held in March that was dedicated to hashing out the future of the Level 8 inspection. Held in Omaha, Nebraska, the forum was attended, like most **CVSA** events, by not only state enforcement reps but federal regulatory personnel and plenty of **CVSA** associate members -- i.e. reps from motor carriers large and small.

Sova noted seating assignments at the forum placed reps from different constituencies with each other -- state troopers who do the inspections with federal regulators with **CVSA** staff and all with motor carriers who see clearly the other side of the inspection process. The result, he said, was “a nice mix of all these conversations before bringing it to the larger group,” and an education in road realities for **CVSA** staff and the feds.

There was talk of creep toward more-automated vehicle inspection as part of the Level 8 standard as technology progresses and regulatory structures adapt. Yet vehicle component inspection automation “adds a whole new level of, how do you verify that kind of stuff?” Sova said. “Could we scale it down the road to offer different types of a Level 8 inspection?”

Presentations during the forum detailed a variety of vehicle-component sensors that are available. “We’d like to see the Level 8 incorporate vehicle components,” Sova said, yet numerous complexities exist on the verification of physical data transmitted. “Sensors can tell you whether or not something works, but they also tell you whether or not the sensor is working,” Sova added, noting that distinguishing between the two conditions would be paramount. “You don’t want to cite a violation for the equipment condition simply because the sensor isn’t working.”

Where **all this is going**, and what it's **motivated by**, is perhaps **best illustrated** by a late May **release** from the **Department of Transportation's Volpe Center for technical development**. They'll be **supporting an FMCSA-led Level 8 proof-of-concept demonstration** that **could begin** as early as this year, according to **CVSA's Sova**.

Among **potential benefits** of the **Level 8 inspection**, the Volpe release noted a **"tenfold increase in the total number of vehicle inspection data collected annually,"** which might enable **"better decisions about which carriers to prioritize for inspection."**

Yet at what cost?

When the **Owner-Operator Independent Drivers Association** filed **comments** with the **White House Office of Science and Technology Policy** recently about **"automated surveillance" in workplace settings**, the association **cast efforts** around **UID and roadside inspections** this way: **"The federal government wants to mandate trackers on trucks so that they can be remotely monitored at any moment by law enforcement. The motivation for pursuing this rulemaking appears to be nothing more than adding convenience for enforcement agencies. This creates concerns about the potential for unreasonable search and seizure and violation of drivers' privacy rights under the 4th Amendment to the U.S. Constitution."**

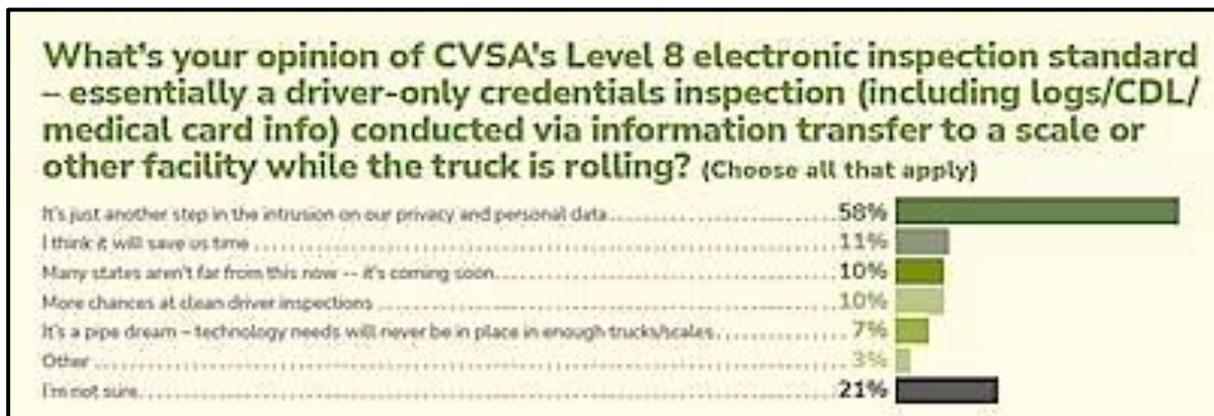
OOIDA has **fought similar battles** on similar **grounds** before, when their **challenge** to the **ELD mandate** itself met its end in a **Chicago federal courtroom** in 2017. Yet a **degree of automation of hours recordkeeping** is one thing, **automated inspections by state agencies** another. A **majority of the survey respondents** agree at least that **privacy intrusions** are a **major concern**.

If the **Level 8** does **get off the ground** in **any real way** -- **Sova estimates** it's at **least five years out** -- and starts the **march toward 10 times the current level of data collected**. Results will be **decidedly negative** for those **flagged with violations**.

Yet **Sova was quick to point out** that **CVSA's associate members** in the **carrier community** have insisted on a **clean-inspection benefit**, too, from any **Level 8**, with potential to **more readily improve carrier metrics** in the **CSA Safety Measurement System**. Furthermore, he added, **participating in the Level 8 program** initially is likely to be a **voluntary matter** on the **part of carriers**, not a **compulsory, always-on type of automated inspection regime** for **every motor carrier**.

Discussions of that **possibility** have been a **part of CVSA's work**, though. The **tech that would be required** in all trucks, and in **all states**, presents **barriers** to get there. For now, **John Sova is looking for carrier and state participants** for the **mentioned real-world Level 8 inspection trial**. Interested **carriers can contact him directly** by email at **john.sova@cvsa.org**, he said. **"In the first phase we are limited to nine carriers,"** he added, and that **may necessitate** somewhat more **sizable fleets as participants**, not **"someone with just one or two trucks."** Further **phases down the line**, however, could be **more likely to incorporate** some of the **smallest fleets**.

In a **separate discussion**, attorney **Hank Seaton** **talks about** other ways **more automated inspections** might impact carrier **CSA SMS scoring** and **official safety ratings** in the **future**, as **FMCSA** moves to **change the way** those scores are **determined**. All of it may be a **long time coming**, he said, in **his view**, and in the **interim** there are **better ways** to enhance **safety ratings** for **all carriers outside of purely data-driven scoring**.



Overdrive queried respondents specifically about **CVSA's Level 8 inspection standard**



New Colo. Law: Move Over for Me

Colorado joining the ranks of just nine other states in **offering robust "Slow Down, Move Over" protections to ALL disabled vehicles.**

HB23-1123 requires that drivers move over a lane whenever they encounter **ANY** stationary vehicle with its hazards flashing - and if they can't move over, they **must slow down**. The new protections will take effect in August 2023.

Connect with MSHA

The Mine Safety and Health Administration is now on [FACEBOOK!](#)
FOLLOW NOW FOR MINING NEWS, REGULATIONS, AND SAFETY & HEALTH BEST PRACTICES.



Department of Labor Impact Inspections in May 2023 Cited 279 Violations at 16 Mines, Including 83 Significant, Substantial Violations

Inspectors continue to identify serious hazards putting miners at risk



The U.S. Department of Labor announced recently that its **Mine Safety and Health Administration** completed **impact inspections at 16 mines in May 2023**, issuing **279 violations** and **one safeguard**. **MSHA** conducts **impact inspections** at mines that **merit increased agency attention** and **enforcement due to poor** compliance history; **previous accidents**, injuries and illnesses; and other **compliance concerns**. The agency began [impact inspections](#) after an **April 2010 explosion** in West Virginia at the **Upper Big Branch Mine** killed 29 miners.

Among the violations, **MSHA cited 83 significant** and **substantial violations**. An **S&S violation** is reasonably **likely** to lead to a **reasonably serious injury** or illness. **MSHA** conducted **inspections** at mines in **Colorado, Indiana, Iowa, Kentucky, Maine, Nebraska, New Mexico, Pennsylvania, Puerto Rico, Virginia, Washington** and **West Virginia**.

Since **Jan. 1, 2023**, **MSHA's impact inspections** have identified **1,193 violations**, including **340 S&S** and **18 unwarrantable failure findings**. Violations **designated as unwarrantable** failures occur when an **inspector finds aggravated** conduct that **constitutes** more than **ordinary negligence**.

“The Mine Safety and Health Administration is troubled by the fact that our impact inspections continue to discover the same hazards we’ve identified as root causes for many of the fatal accidents that have occurred this year,” said Assistant Secretary for Mine Safety and Health Chris Williamson. *“Mine operators are responsible for providing a safe and healthy work environment and adequate training for their employees. Impact inspections remain an important tool to hold operators accountable and require corrective actions that eliminate hazards that put miners’ safety and health at risk.”*

“In addition to enforcement actions, MSHA has issued safety alerts on electrical and slip, trip and fall hazards, and provides educational, outreach and compliance assistance materials to the mining community to emphasize the importance of adequate workplace examinations and training,” said Williamson.

MSHA REPORT EMERGENCY

Mine operators are required by law to report all mining accidents immediately – within 15 minutes of when the operator knew or should have known about the accident. [Report Accidents - Hazardous Conditions](#) or call **1-800-746-1553**

Prioritize Employee Safety Through Disaster Contingency Planning



Disaster strikes without warning and can leave employees confused and lost. Anticipating emergencies prevents this. Disaster contingency planning gives them clear instructions and an idea of how to react to sudden situations. If you're concerned about making their safety a priority, consider planning ahead.

What disasters do you prepare for?

A disaster contingency plan anticipates and prepares for [workplace emergencies](#) that are natural or artificial. Even though you can't predict when disasters will happen, it's possible to plan for them.

There are two types of disasters you can prepare for:

- ▶ **Natural disasters:** Nature causes these disasters. They include floods, earthquakes, fires, outbreaks of disease or tornadoes.
- ▶ **Man-made disasters:** Humans cause these disasters by accident or on purpose.. These include chemical spills, explosions, biological threats or cyber-attacks.

These kinds of disasters always happen, so prepare for both to be safe. You can tell how likely a disaster is by looking at your location, the season, history and any current events.

Start by looking at the location of the organization. Depending on where it's located, some disasters are more likely. For example, consider preparing for floods if you work in an area close to the ocean. Similarly, you wouldn't prioritize cold weather threats if you're in an area with only high temperatures. Still, it's best to prepare for everything to stay ahead.

How do disaster contingency plans help?

Since events happen randomly, unprepared people might panic in response. To prevent this, have a disaster contingency plan. These keep employees informed on the best way to react to dangerous situations.

Preparing for everything is best. Extra planning takes effort, but natural disasters need individual emergency plans because you'll uniquely respond to each. For example, a tornado forces you to stay in the building, while fire forces you to evacuate. So, consider one for each event instead of having one evacuation plan.

Disaster contingency plans protect the organization and employees:

- ▶ **Protect against injury:** Informed employees know the safest way to react to disasters.
- ▶ **Provide safe spaces:** Some disasters might force you out of your building. Anticipating this allows you to continue work at a secure location seamlessly.
- ▶ **Allows security:** If you're prepared, you can provide employees with protection ahead of time.
- ▶ **Ensures a good response:** With planning, employees will react to disasters calmly and in a timely manner.

The safety of employees is a top priority. Preparing for an emergency will only positively impact you. Beyond that, you probably are required to. Even if the organization isn't located in zones prone to natural disasters, OSHA requires companies with 10 or more employees to have written emergency plans.



Prepare for the worst

Preparing for disasters keeps your employees safe. Storms — including hurricanes — are becoming more dangerous as time goes on. This means things you may not consider risks should be accounted for. It's better to be overprepared than underprepared.

In addition, some disasters may strike in unexpected places. Take Texas, for example. For nearly a week after December 25, 2022, most of the state was below freezing and experienced frigid conditions. The temperatures were typically high there, so many people had no experience with severe winter weather.

Because people assumed they didn't have to plan for the cold, many were in dangerous situations with no resources. Even if the chances are low, anticipate the worst scenario to be ready. To emphasize the contingency plan, post signs, evacuation routes and bulletins so employees can refresh themselves on the program whenever they want.

React accordingly

Disaster contingency planning allows employees to react calmly to emergency events. Prioritize their safety by adequately preparing them. To do so, make your plans unique. Each situation should have a specialized response. They should know whether to evacuate or shelter in place.

Furthermore, they should be aware of the following steps after doing so. For example, if an explosion occurs at a nearby processing facility, your employees should know to stay in place and wait for an official response.

Train them on the correct reactions and have regular meetings to check up. Also, running drills as part of your planning might be worth it if you're in a disaster-prone area. Disasters can be frightening, but it is calming to know how to respond.

Focus on recovery

After preparation and reaction, recovery is how to commit to employee safety. Sometimes, you won't be able to get back to work after an emergency event. Flooding, fire, explosions or other disasters might make the building unusable.

Also, it might be tough for employees to travel back. A proper disaster contingency plan includes steps to take after the initial event has passed. To start, the location should be easily accessible to employees. To prioritize their safety, they should only return to work if roads are clear and the building is structurally sound.

Beyond that, cleanup is a large part of recovery. Imagine that employees return to work only to be met with a building soaked by floodwater. They should have a clean environment to work in if their safety is a priority.

Additionally, disasters might cause further damage if you avoid cleanup. For example, flood damage that isn't taken care of causes mold damage. You can protect a building against issues like this with planning. Make sure crews clean up all damage and remove potential hazards. If the damage is severe, keep your employees safe by having them work at an alternate space until cleanup crews fix things.

Prepare to protect

Proper planning anticipates disasters to keep employees safe. You may never need to use some of your contingency plans, but they're still necessary since emergencies happen unpredictably. Preparing, reacting and recovering according to plan prioritizes everyone's safety.

LET MJS Legacy Safety BE YOUR

OSHA-AUTHORIZED

ONE STOP SHOP FOR TRAINING.

See [page 4](#) for classes offered this month
as well as links to
[All](#) of the training available.

Questions?

CALL US!!

WE'RE HERE TO HELP!

Navigating the landscape of COVID-19 has seemingly become less confusing. So that you can access the most updated information, we'll continue to provide links for your convenience.

Here are Resources containing the most current information and guidance for your workplace.

- [CDC – Centers for Disease Control](#) – Important info re: [COVID-19 vaccine & boosters](#)
- [CDPHE – Colorado Department of Public Health and Environment](#)
- [WHO - World Health Organization](#)
- [OSHA Guidance](#)
- [DOL Resources](#)
- [Covid19.colorado.gov](#)

COVID-19 Resource - Filing Whistleblower Complaints Related to COVID-19

OSHA's [new fact sheet](#) explains how workers can protect their right to raise workplace health and safety concerns relating to COVID-19 without fear of retaliation.

Visit OSHA's [COVID-19 Frequently Asked Questions](#) page for current information

OSHA's Recordkeeping Requirements for Exposure to COVID-19

OSHA issued enforcement guidance related to the COVID-19 pandemic for [Recording and Reporting Occupational Injuries and Illnesses](#) required under *29 CFR Part 1904*.

For more information see the [Enforcement Memoranda](#) section of OSHA's [COVID-19 Safety and Health Topics page](#).

SUPPORTING WORKERS WITH LONG COVID

According to the [Centers for Disease Control and Prevention](#), some people who had COVID-19 experience a range of new or ongoing symptoms, known as post-COVID conditions or Long COVID.

These symptoms can last weeks, months, or years, and can worsen with physical or mental activity.

[Read more including examples of accommodations for common symptoms of Long COVID and its related conditions.](#)



From all of us at
MJS Legacy
Safety...

Be safe out there!!