



Important Message to our fellow Business Owners, Clients and Communities

We are closely following the latest guidance from the Centers for Disease Control (CDC), the World Health Organization (WHO), local governments, and public health agencies and are prepared to navigate these challenging circumstances with everyone's safety in mind.

Our physical offices remain open to continue to serve our clients during this evolving situation. We can also be reached by phone or email, as many of our consulting services can be provided remotely. In the effort to keep our employees and customers in good health, our staff has implemented the recommended CDC best practices and enhanced health and safety protocols at our facilities.

Our sincerest gratitude for your business and the opportunity to serve you. Considering the current global situation surrounding the Coronavirus (COVID-19) pandemic, we wanted to reach out and share the actions [MJS Safety LLC](#) is taking to keep your operations up and running.

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Because information regarding COVID-19 and its widespread effects is ever-changing, articles in this month's newsletter referring to COVID-19 will show the release date of the information. We will do our best to pass along the most current information. However, if an article relates to you or your industry directly, you may want to check for any updates that might affect you.

Here are some of the many helpful Resource links:

- [CDC – Centers for Disease Control](#)
- [CDPHE – Colorado Department of Public Health and Environment](#)
- [WHO - World Health Organization](#)
- [Water and COVID-19 Frequently Asked Questions](#)
- [OSHA Guidance on Preparing Workplaces for COVID-19](#)
- [OSHA Alert — Prevent Worker Exposure to Coronavirus \(COVID-19\)](#)
- [DOL Resources to help Workers and Employers Prepare for the COVID-19 virus](#)
- [Colorado Works — Temporary Assistance for Needy Families \(TANF\) program](#)
- [Colorado PEAK - Medical, Food, Cash, and Early Childhood Assistance programs](#)
- [Covid19.colorado.gov](#)



COLORADO
Department of Revenue

**Important Updates from the State of Colorado/
Colorado Department of Revenue**

► **Important Update** — Motor vehicle office Location/Closure & Delay information - [link](#)

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

→ Please see the Home page for detailed information on what will be required prior to visiting one of the locations. Here's the [link](#) for complete details.

From all of us at MJS Safety... Please be Safe and Stay Healthy!

▶ **MJS SAFETY TRAINING ANNOUNCEMENT**

MJS SAFETY LLC is proud to announce the addition of NCCER and O.Q.S.G. to our OQ Services.

MJS SAFETY LLC is an "Authorized Assessment Center" for Proctoring Final Assessments and completing Performance Evaluations for O.Q.S.G. and NCCER – as well as other OQ disciplines such as MEA-EnergyU, Veriforce & EnergyWorldNet. [call to schedule](#) [read more...](#)

▶ **Schedule of classes June 2020:** • *TRAINING CENTER - 1760 BROAD ST, UNIT H, MILLIKEN, CO 80543* • [read more...](#)

→ **Distance Learning & Video Conference classes:** *We are excited to announce that PEC will be allowing us to temporarily offer Safeland and the PEC H2S Clear courses via video conferencing until the end of May. 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.**

OSHA / CONSTRUCTION NEWS SUMMARY

▶ **Are N-95 Facemasks the Best Choice?**

N-95 air purifying facemasks are now widely used to prevent the spread of COVID-19 during the pandemic. [read more...](#)

▶ **Seven Steps to Correctly Wear a Respirator at Work**

OSHA released a new [video](#) and [poster](#) that show employers and workers how to properly wear and remove a respirator. [read more...](#)



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Harbor Freight Tools has announced a recall of more than 1.7 million Pittsburgh Automotive 3-Ton and 6-Ton Heavy Duty Steel Jack Stands for a defect that poses a significant risk to your safety. [read more...](#)

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ALL workplaces can take the following infection prevention measures to protect workers: [read more...](#)

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The U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) has launched a [webpage](#) with coronavirus-related **guidance** for construction employers and workers. [read more...](#)

TRANSPORTATION NEWS SUMMARY

▶ **FMCSA Issues Long-Awaited Final HOS Rule**

The Federal Motor Carrier Safety Administration's final rule revises the sleeper berth exception and extends the short-haul exemption and the adverse weather conditions

The **Federal Motor Carrier Safety Administration (FMCSA)** announced the **publication** of its long-awaited [final rule on changes](#) to the **hours of service (HOS)** regulations. [read more...](#)

▶ **The Major Safety Hazards for Truckers and How to Prevent Them**

Road accidents aren't the only safety issue truck drivers face.

While many industries are becoming safer, recent data suggests that trucking is becoming deadlier. [read more...](#)



▶ **Speed-Focused Inspection Blitz Slated for July**

Law enforcement to focus on speeding during Operation Safe Driver Week

Law enforcement will be paying closer attention to unsafe driving behaviors of both truck and car drivers July 12-18 as part of the **Commercial Vehicle Safety Alliance's Operation Safe Driver Week**. [read more...](#)



▶ Non-Preventable Crashes Will No Longer Be Counted Against Trucking Companies

Carriers with an eligible crash that occurred on or after Aug. 1, 2019, may submit a Request for Data Review through the FMCSA's DataQs website. [read more...](#)

▶ 4th of July Impaired Driving Prevention Campaign

We love to celebrate the 4th of July with family, friends, food, and fireworks, but all too often the festivities turn tragic on the nation's roads. [read more...](#)



▶ Trucking Law: When Meds Can Sideline Your Commercial Driving

It is not unusual for me to see a patient on a dozen or more prescription medications. The patient might have a cardiologist treating heart problems, an endocrinologist treating diabetes and a primary care physician treating other conditions. [read more...](#)



▶ Keeping Tire Pressure at Optimum Levels

Steps to optimize a fleet's tire program and maximize tire life.

Tire inflation has long been a topic of conversation when it comes to commercial vehicle tires. [read more...](#)



▶ FMCSA Amber Brake Light Exemption Expected for all Tanker Trucks, Other Trucks May Follow

Following a 30-month study that ended last year, Groendyke Transportation learned that the addition of a relatively simple, pulsating amber brake light reduced rear-end collisions by roughly 34%. [read more...](#)



▶ **Safety First** **2019 Novel Coronavirus**

The Mine Safety and Health Administration's (MSHA) mission is to protect the safety and health of the nation's miners. [read more...](#)

MSHA NEWS SUMMARY



MONTHLY SAFETY & HEALTH TIP NEWS SUMMARY

▶ How to Cope with Job Stress and Build Resilience During the COVID-19 Pandemic

Whether you are going into work or working from home, the COVID-19 pandemic has probably changed the way you work. [read more...](#)



MJS SAFETY TRAINING ANNOUNCEMENT

MJS SAFETY LLC is proud to announce the addition of NCCER and O.Q.S.G. to our OQ Services.

MJS SAFETY LLC is an "Authorized Assessment Center" for Proctoring and Testing for ENERGY worldnet, Inc., as well as OQ Performance Evaluation Services.

MJS SAFETY LLC continues to offer Proctor and Testing Services, as well as Operator Qualification [OQ] Performance Evaluations under the "EnergyU" system – a service of Midwest ENERGY Association – as well as Veriforce.

MJS SAFETY LLC has "Authorized" Performance Evaluators on staff that can perform this service for specific "Covered Tasks."

MJS SAFETY LLC is also available to assist with the Knowledge Based Training for these tasks. Knowledge-based training is designed to help personnel successfully pass the OQ Knowledge Based Testing as well as the Performance Evaluation process.

The Operator Qualification Rule – commonly referred to as the "OQ Rule" addressed in Title 49 of the Code of Federal [US DOT] regulations, mandates that individuals who perform "Covered Tasks" on covered pipeline facilities be qualified through the Operator Qualification Process.

The intent of the OQ rule is to ensure protection of both pipeline personnel and the public at large. Providing individuals with the necessary knowledge and skills is an essential element of any Operator and Contractor OQ plan.

Acceptable requirements for qualification are determined by the operator. The quality and validity of data related to OQ training, testing, and performance is critical to meet these requirements.

If we can be of assistance with these types of services for your company, please [call to schedule](#).

MJS SAFETY — your "GO TO" Safety Resource in 2020

"SAFETY STARTS WITH YOU"

Schedule training at our Training Center in Milliken...or On-Site at your facility

Just Some of the Courses Offered Include:

- PEC SafeLandUSA Basic Orientation
PEC Core Compliance
OSHA 10 Hour General Industry
OSHA 10 Hour Construction
OSHA 30 Hour General Industry
OSHA 30 Hour Construction
NUCA Confined Space
NUCA Competent Person for Excavation & Trenching
Hydrogen Sulfide [H2S] - Awareness
Hands-on Fire Extinguisher training
Respirator: Medical Evaluation & Fit Testing
DOT Hazmat Training
Hazard Communication - GHS Training
MSHA Sand & Gravel Training [Part 46 only]
Teens & Trucks Safety
Fall Protection for the Competent Person
1st Aid/CPR Course- Medic 1st Aid
Defensive Driving Safety for large and small vehicles
HAZWOPER 8, 24 & 40 Hour
Instructor Development for Medic 1st Aid/CPR
PEC'S Intro to Pipeline
Bloodborne Pathogens Compliance Training
Confined Space Rescuer Training
Respiratory Protection Training

MJS SAFETY offers these courses as well as custom classes to fit the needs of your company

Schedule of classes June 2020: TRAINING CENTER - 1760 BROAD ST, UNIT H, MILLIKEN, CO 80543
SEE MORE INFORMATION FOR Distance Learning & Video Conference classes

- *PEC Safeland Basic Orientation: June 9, 10, 30; 8 - 4:30;
*First Aid/CPR/AED/BLOODBORNE PATHOGENS (We offer MEDIC FIRST AID): June 10, 26; 8 - noon;
*Hydrogen Sulfide Awareness [ANSI Z390 -2017 Course]: June 10, 26; 12:30 - 4:30;
*Confined Space Training: June 15;
*Confined Space Rescuer: June 16;
In-person classes are limited to 9 people at this time in accordance with social distancing guidelines.
[For any last minute schedule updates, go to www.mjssafety.com]

NEED ANY OF THESE CLASSES IN SPANISH? CONTACT carriejordan@mjssafety.com TO SCHEDULE TODAY

Go To mjssafety.com FOR UP-TO-DATE CLASS LISTINGS
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 or Mike at 303-881-2409

FEATURED TRAINING PROGRAMS
Safeland Basic Orientation Hydrogen Sulfide Awareness First Aid/CPR
OSHA 10 Hour for General Industry or Construction Confined Space for Construction
ALSO OFFERING
PEC Basic 10 - 2 days that cover both Safeland and OSHA 10 for General Industry in 1 class

Unable to attend a class?

MJS SAFETY offers multiple "ONLINE TRAINING COURSES" including OSHA Construction, General Industry, Environmental, Hazardous Waste Public Safety, DOT, Human Resource, Storm Water & ISO Training Courses.

Online courses provide a convenient way for EMPLOYERS & EMPLOYEES to complete MANDATED, REQUIRED or HIGHLY RECOMMENDED training in today's industry

MANY COURSES ARE ALSO AVAILABLE IN SPANISH

FOR ADDITIONAL INFORMATION CALL

MJS SAFETY

JEREMY - 720-203-6325 CARRIE - 720-203-4948 MIKE - 303-881-2409

Order First Aid & other Safety Supplies www.mjssafety.com Jeremy 720-203-6325 Carrie 720-203-4948 or Mike 303-881-2409

Need Help With ISNETworld PEC/Premier PICS BROWZ CALL US!!!

SOURCES FOR THIS ISSUE INCLUDE: OSHA FMCSA MSHA CCJ Overdrive DOL CDC NHTSA OccuSafe HDT TruckingInfo fleetowner.com State of Colorado Colorado Dept of Revenue Fleet Maint Daily VehicleServicePros safeopedia Mindful TrafficSafetyMktg Optronics Groendyke Transportation Dr. Alexander E. Underwood



May 2020

Are N-95 Facemasks the Best Choice?

N-95 air purifying facemasks are now widely used to prevent the spread of COVID-19 during the pandemic. They provide better protection than surgical and homemade masks since they have been tested by the National Institute of Occupational Safety & Health (NIOSH) to be 95% efficient in providing protection against particulates, aerosols, and mists. With some exceptions, N-95 facemasks do not have inhalation and exhalation valves (small rubber flappers that open or close during respiration). Air is solely filtered through the facepiece when breathing in and out. Where there is a concern about the user infecting persons in his/her immediate area while the user is still protected, an N-95 facemask is the best choice.

Some N-95 facemasks are equipped with one-way exhalation valves that make it easier to exhale since air passes through the valve instead of the facemask upon exhalation. They do not protect persons in the area from contamination from the user and should not be used in settings where that is a concern.

There are many types of air purifying respirators manufactured with exhalation and/or inhalation valves. Air purifying respirators are made in a number of configurations and can be equipped with canisters and filters that protect the user from a wide variety of contaminants. They are also manufactured in different sizes and can be tested to get the best fit for respirator wearer. When breathing in, the inhalation valves open while the exhalation valve remains closed.

The reverse is true with exhalation. Valves themselves do not filter air, but in combination with respirator filters keep the user from breathing contaminated air in his/her surroundings and makes it easy to exhale with very little resistance. Air purifying respirators, can do an excellent job of protecting the user from airborne contaminants, but they do not protect nearby persons from exposure from the respirator user. This is especially significant during the COVID-19 crisis.

During this COVID-19 pandemic, it is very important to choose the right respirator for the job. If the aim is to best protect the user, then an air-purifying respirator with inhalation and exhalation valves may be best. But if it is more important to protect both the respirator user and people in the area, then an N-95 facemask without an exhalation valve may be best.

Be Well, Be Smart, Be 6 Feet Apart!

OSHA / CONSTRUCTION

Seven Steps to Correctly Wear a Respirator at Work

OSHA released a new video and poster that show employers and workers how to properly wear and remove a respirator.

The video and poster are also available in Spanish.



► Read for Critical Equipment Recall Information ◀

Harbor Freight Tools has announced a recall of more than 1.7 million Pittsburgh Automotive 3-Ton and 6-Ton Heavy Duty Steel Jack Stands for a defect that poses a significant risk to your safety.

Owners of these jack stands are asked to immediately discontinue use due to safety concerns. Injuries have been reported due to this issue.

Specifically, the jack stands may collapse under load, which can increase the risk of injury to people near or under a lifted vehicle.

There are two separate recalls for the jack stands. NHTSA recall 20E016 involves an estimated 454,000 units that were produced from June 13, 2013, to November 22, 2019. NHTSA recall 20E027 involves an estimated 1,254,000 units that were produced from December 1, 2012, to March 31, 2020.

3-Ton jack stands with item number 61196 and 56371, and 6-Ton jack stands with item number 61197 are subject to this recall.

The 61196 and 61197 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand.

The 56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand.



NHTSA encourages all consumers to report any safety concerns to the [agency](#) online or by calling our Vehicle Safety Hotline (Toll-Free: 1-888-327-4236 / Hearing Impaired (TTY): 1-800-424-9153)

Ten Steps All Workplaces Can Take to Reduce Risk of Exposure to Coronavirus

ALL workplaces can take the following infection prevention measures to protect workers:

1. Encourage workers to stay home if sick.
2. Encourage respiratory etiquette, including covering coughs and sneezes.
3. Provide a place to wash hands or alcohol-based hand rubs containing at least 60% alcohol.
4. Limit worksite access to only essential workers, if possible.
5. Establish flexible worksites (e.g., telecommuting) and flexible work hours (e.g., staggered shifts), if feasible.
6. Discourage workers from using other workers' phones, desks, or other work tools and equipment.
7. Regularly clean and disinfect surfaces, equipment, and other elements of the work environment.
8. Use Environmental Protection Agency (EPA)-approved cleaning chemicals with label claims against the coronavirus.
9. Follow the manufacturer's instructions for use of all cleaning and disinfection products.
10. Encourage workers to report any safety and health concerns.

→ Here is the [link](#) for a pdf of prevention measures.... now available in **13 languages**.

Also, see Useful Updated [OSHA Information](#), or Call 1-800-321-OSHA (6742).

In addition, as each state's [Executive Orders](#) continue to update, it is most important for you to check those updates as well as any new local information for the city/county in which you reside and/or do business.

May 26, 2020

U.S. Department of Labor's OSHA Issues Guidance to Help Construction Workers During the Coronavirus Pandemic

The U.S. Department of Labor's [Occupational Safety and Health Administration \(OSHA\)](#) has **launched a [webpage](#)** with **coronavirus-related** guidance for **construction employers** and workers. The **guidance** includes **recommended** actions to **reduce** the risk of **exposure** to the **coronavirus**.

Employers of workers **engaged** in **construction** (such as carpentry, ironworking, plumbing, electrical, heating/air conditioning/ventilation, utility construction work, and earth-moving activities) should **remain alert** to changing **outbreak conditions**, including as they **relate** to community **spread** of the **virus** and **testing availability**.

In **response** to **changing conditions**, employers should **implement** coronavirus **infection prevention** measures **accordingly**.

The **webpage** includes **information regarding**:

- *Using physical barriers, such as walls, closed doors, or plastic sheeting, to separate workers from individuals experiencing signs or symptoms consistent with the coronavirus;*
- *Keeping in-person meetings (including toolbox talks and safety meetings) as short as possible, limiting the number of workers in attendance, and using social distancing practices;*
- *Screening calls when scheduling indoor construction work to assess potential exposures and circumstances in the work environment before worker entry;*
- *Requesting that shared spaces in home environments where construction activities are being performed, or other construction areas in occupied buildings, have good air flow; and*
- *Staggering work schedules, such as alternating workdays or extra shifts, to reduce the total number of employees on a job site at any given time and to ensure physical distancing.*

Visit **OSHA's [coronavirus webpage](#)** frequently for updates. For **further information** about the **coronavirus**, please **visit** the [Centers for Disease Control and Prevention](#).

FMCSA Issues Long-Awaited Final HOS Rule

The Federal Motor Carrier Safety Administration's final rule revises the sleeper berth exception and extends the short-haul exemption and the adverse weather conditions.

The **Federal Motor Carrier Safety Administration** (FMCSA) announced the **publication** of its **long-awaited final rule on changes** to the **hours of service (HOS)** regulations.

FMCSA Acting Administrator Jim Mullen **broke down** the **revisions** to the **HOS rules** during a press conference call on **May 14**. The revisions, Mullen said, were the **result of 8,000 public comments** the **agency received** and were made to add **"needed flexibility** in the lives of **America's truckers."**

The final rule includes the following four revisions to the HOS rules:

1. **FMCSA** will provide added flexibility for the 30-minute break after eight hours of driving time (instead of on-duty time) and allows an on-duty/not driving period to qualify as the required break.
2. The agency will modify the sleeper berth exception to allow drivers to split their 10-hour minimum off-duty requirement into two separate periods—an eight and two hour split or a seven and three hour split (7/3 splits)—with neither periods counting against the driver's 14-hour driving window.
3. **FMCSA** will modify the adverse driving conditions exception by extending the maximum window during which driving is permitted by two hours. The current rule already permits two hours of additional driving time on the 11-hour clock, so this expands the 14-hour on-duty clock by two hours as well.
4. Finally, the agency will change the short-haul exemption available to certain commercial drivers by lengthening the driver's maximum on-duty period from 12 to 14 hours and extending the distance limit within which the driver may operate from 100 air miles to 150 air miles.

The **final rule** was expected to be **published** in the **Federal Register** during the **third week** of May and will be effective **120 days** after **publication**.

"Each of these **changes** were based on the **feedback** we received from the **thousands of public comments** we received **during the rulemaking** and through the listening **sessions** we held around the **country**," explained Mullen. "It is also **important to note** that this **new rule** will **not increase** driving time and will **continue to prevent** CMV operators from **driving** for more than **eight consecutive hours** without at least a **30-minute change-in-duty** status."

During the call, **U.S. Transportation Secretary** Elaine L. Chao **highlighted** what she called the **"tremendous contributions"** of America's **truck drivers** since the start of the **COVID-19 pandemic** in the **U.S.**

"**Truck drivers** have been **working** around the **clock** to **deliver packages** to American **families**, making sure our food shelves are **fully stocked** and **delivering food** and products to **businesses**, and making sure that needed **medical supplies** and equipment go to **where they need** to go. So truckers are really **American heroes**, especially at a **time like this**," she said.

Over the **course of two years**, the **U.S. Department of Transportation** has been **updating HOS rules** that govern the **driving times** and schedules of **commercial drivers**. According to Chao, the **final revisions** "provide much-needed **flexibility for drivers** while **maintaining safety** on the roads."

"This new **final rule** will **improve** safety for all **motorists** and increase **flexibility** for **America's truckers**," she said. "This has been a **deliberate** and a careful **process provided** by the **direct feedback** we've

had from **truckers**, carriers, **safety advocates**, law enforcement, and **concerned residents** and citizens."

"Each of these **areas of reform** are **designed** to add flexibility and **regulatory savings** for the motor **carrier industry**, which is critical for our **nation's economic recovery**," she added, **noting that** these rules do not increase **overall driving time**.

Mullen added that the **updates provided** in the **new rule** will **assist the motor carrier industry** by **providing regulatory savings** and **efficiency** during the nation's time of **need**.

"In the **past few months**, we have seen the **heroic actions** that truckers have done to **keep up our supply chain**, keep it open, and **ensure** that American families, businesses and **hospitals** are able to make the **deliveries and receive** the products that **we all need**," he said. "Their efforts have been **inspirational** and should make **all Americans proud**."

The **Truckload Carriers Association (TCA)** applauded **FMCSA** for **"taking an active role** in receiving **input** from all stakeholders to **craft flexible regulations** for the industry while **still improving** safety, and for also **expediting** this rule change to **provide the maximum benefit**."

"TCA is very **pleased** to see that **sleeper berth flexibility** has been **increased** to allow for **7/3 splits** and that the **previously required 30-minute** rest break will now only be required after **eight consecutive hours** of driving, with **more options** for how the **break** can be taken," the association stated. "TCA also notes that **revisions** to the **short-haul exemption** and the **adverse weather conditions** rule are present in the **final rule**."

The Major Safety Hazards for Truckers and How to Prevent Them

Road accidents aren't the only safety issue truck drivers face.

While many industries are becoming safer, recent data suggests that trucking is becoming deadlier.

In 2017, 1,300 truckers lost their lives in motor vehicle accidents, compared with 752 fatalities just five years prior. And since they're driving the biggest vehicles on the road, the number of non-trucker deaths in these accidents is even higher.

Additionally, approximately 65,000 truckers suffered a lost time injury or illness in 2012, according to data from the Bureau of Labor Statistics.

As in many other industries, many accidents and injuries involving truckers were preventable. In this article, we'll go over the hazards that put truckers at risk and what steps truck drivers and their employers can take to control them.

Who Counts as a Driver or Trucker?

According to the International Labour Organization (ILO), a truck driver or trucker is any worker who drives a truck with a capacity of more than 3 tons in order to transport materials to and from a specified destination. Truckers may also do jobs to keep the truck in working order.

What Are Some of the Common Trucker Injuries?

Truckers experience a number of different non-fatal incidents while driving, unloading, or preparing and inspecting their vehicles.

These include:

- Strains and sprains
- Fractures
- Cuts and lacerations
- Ergonomic injuries (soreness and pain)
- Multiple traumatic injuries

What Events or Exposures Lead to Trucker Injuries?

Four types of injuries are especially concerning for truckers.



Transportation Accidents

This is the most obvious one. Truckers drive vehicles that are difficult to maneuver and have large blind spots, and they do so for hours on end. The risk of accident is increased when they are driving at night, in inclement weather, or on icy roads.

Ergonomic Injuries

Truckers often experience back, leg, arm, or hand pain from sitting in the same uncomfortable position for extended periods of time. They can also get muscle pain from handling and unloading the cargo they're transporting.

Field Repairs

Truckers can sustain various kinds of injuries while doing field repairs or servicing their vehicles.

Falls

Unlike conventional automobiles, the driver and passenger doors on transport trucks are not close to the ground. Climbing into the truck or descending from it puts drivers at risk of an injurious fall.

What Are the Hazards Related to Truck Driving?

1. Accident Hazards

- Fire hazards from the spilling and leaking of flammable substances (for example, tank-trucks due to mechanical failure or collision)
- Explosions, acute intoxication, or chemical burns caused by hazardous cargo, such as explosives and toxic substances
- Acute poisoning from exhaust gases, such as carbon monoxide
- Increased risk of vehicular accidents, especially for long-haul truck drivers
- Increased risk of fatigue due to lengthy driving periods
- Slips, trips, and falls from a tall cabin, ladder, or trailer
- Danger of being crushed between trailers while trying to disengage one from the other
- Trauma due to physical overexertion (for example, when moving heavy pieces of cargo)

2. Physical Hazards

- Prolonged exposure to engine noise greater than 80 dBA can result in immediate, severe headaches, as well as hearing loss in the long term
- Exposure to ultraviolet (UV) radiation
- Exposure to extreme heat or cold climatic conditions can have potentially detrimental health effects (for example, heat stroke and frostbite)
- Whole-body vibrations may impair musculoskeletal functions and contribute to fatigue

3. Chemical Hazards

- Exposure to toxic substances while transporting hazardous cargo
- Increased risk of skin diseases, such as dermatitis caused by chemicals
- Chronic effects caused by the inhalation of exhaust fumes
- Exposure to dust (for example, when driving on desert roads)

4. Biological Hazards

- Increased risk of infection or contamination from biologically hazardous cargo

5. Ergonomic Hazards

- Prolonged driving in uncomfortable postures can increase the risk of lower back pain and other musculoskeletal disorders
- Visual discomfort caused by eye strain when driving on dark or poorly illuminated roads

6. Psychosocial Hazards

- Exposure to violence (for example, being the target of a crime aimed at valuable loads, as well as physical violence at roadside rest stops)

- Increased levels of stress or psychological discomfort due to isolation, absence from home and family life, and the possibility of receiving unwelcome orders by cellular phone or radio communication equipment

Preventative Measures Truck Drivers Can Take to Ensure Their Safety and Well-being on the Job

Here are a **few simple** but effective ways **truckers can reduce** their risk of **injury or illness while working**:

- Learn and use safe lifting and moving techniques for heavy or awkward loads.
- Use mechanical aids to assist lifting when possible
- Avoid breathing exhaust fumes near the vehicle
- Switch-off engine when parked, especially when in an enclosed area
- Protect your hands and body by wearing the appropriate personal protective clothing, such as chemical-resistant gloves, steel-toed boots, and overalls
- Ask your employer to install an ergonomically designed driver's seat
- Take short, frequent breaks when required to drive for lengthy periods
- Attend training sessions to learn how to recognize and respond to the threat of violence
- Ask your employer to provide you with a personal alarm so that you can summon help when needed

Speed-Focused Inspection Blitz Slated for July

Law enforcement to focus on speeding during Operation Safe Driver Week



Law enforcement will be paying closer attention to unsafe driving behaviors of both **truck** and **car** drivers **July 12-18** as part of the **Commercial Vehicle Safety Alliance's Operation Safe Driver Week**.

CVSA says **less traffic** on the roads due to the **COVID-19 pandemic** may be **encouraging** some drivers to **ignore traffic safety laws**, including **speed limits**. A number of jurisdictions, **CVSA** says, have seen **"a severe spike in speeding"** during the **pandemic**. To **combat** that trend, **CVSA** has **selected speeding** as the **focus area** for **Operation Safe Driver Week**.

"It's **essential** that this **enforcement initiative**, which focuses on **identifying** and **detering unsafe** driving behaviors, such as **speeding**, go on as **scheduled**," said **CVSA** President Sgt. John Samis with the **Delaware State Police**. "As passenger **vehicle drivers** are limiting their **travel** to **necessary trips** and many **commercial motor vehicle drivers** are busy **transporting vital goods** to stores, it's more **important** than ever to **monitor** our **roadways** for **safe transport**."

In addition to the **focus on speeding**, law enforcement will also be on the **lookout** for **distracted driving**, seat belt use, following **too closely**, improper lane change, **reckless** or **aggressive driving**, failure to **obey traffic control** devices, evidence of **impaired driving** and **more**.

Non-Preventable Crashes Will No Longer Be Counted Against Trucking Companies

Carriers with an eligible crash that occurred on or after Aug. 1, 2019, may submit a Request for Data Review through the FMCSA's DataQs website.

After a decade of trucking companies complaining that the government unfairly counted crashes against their safety record that were not their fault, the **Federal Motor Carrier Safety Administration** unveiled a permanent [Crash Preventability Determination Program](#).

This will make permanent and expand upon a pilot program that evaluated the effects of not counting a crash in which a motor carrier was not at fault when calculating the carrier's safety measurement profile. It also is expanding the types of crashes that may be considered.

Under this program, if carriers have an eligible crash that occurred on or after Aug. 1, 2019, they may submit a Request for Data Review (RDR) with the required police accident report and other supporting documents, photos, or videos through the FMCSA's DataQs website.

"Since the inception of CSA, the industry argued that drivers and carriers should not be judged based on crashes they could not have prevented," said P. Sean Garney, vice president of Scopelitis Transportation Consulting, in reaction to the new program. "The demonstration program was a positive step in this direction.

Last summer, the FMCSA proposed a permanent [crash preventability determination program](#) to gain additional data to recognize possible safety risks on the nation's roads. The crash preventability program was designed to examine the feasibility, costs and benefits of determining and displaying the preventability of certain crash types.

Under the pilot program, in place since 2017, the FMCSA reviewed more than 5,600 crashes submitted by truck and bus companies to determine if the crash could have been prevented by the carrier. In 94% of cases, it was found that the accidents were not preventable by the driver or carrier.

Details of the Truck Crash Preventability Program

Garney highlighted some of the program details and how the new program differs from the pilot program:

- This program will completely remove crashes determined preventable from a carrier's safety management system prioritization algorithm. That means a carrier's Crash Indicator BASIC score will no longer be calculated using non-preventable crashes. (The Demonstration Program used non-preventable crashes in the calculation but offered carriers an alternative calculation.)
- All crashes will still be listed on the FMCSA website, but they will include a notation indicating the crash was reviewed and the result of the review.
- Crashes deemed not-preventable will be noted as such on a drivers Pre-employment Screening record (PSP) There was no such notation during the demonstration program.
- Carriers will be able to request review of all crashes that occurred on or after Aug. 1, 2019 (the demonstration program cut off was July 31, 2019).
- FMCSA is streamlining the process by eliminating the 30-day public notice before a review can be finalized. The public can still submit comments, but determinations will not be held up.
- Police accident reports (PARs) will be required for all requests for review. They are the single most reliable source for crash information. This has been validated numerous times through research conducted by FMCSA and other institutions.

"Notating the driver's PSP record with a preventability determination will likely result in wider use of the program," Garney said. "The additional volume may yield important insights into the cause of truck crashes and how to prevent them in the future, something FMCSA has been placing renewed focus on lately."



An Important Message from the National Highway Traffic Safety Administration

4th of July Impaired Driving Prevention Campaign



We love to celebrate the 4th of July with family, friends, food, and fireworks, but all too often the festivities turn tragic on the nation's roads. The fact is, this iconic American holiday is also one of the deadliest holidays of the year due to impaired-driving crashes.

• 4th of July impaired driving prevention campaign "[Welcome Letter](#)" from James Owens, NHTSA Deputy Administrator.

Over the 4th of July holiday period in 2018 (July 3 to July 5):

- 193 people died in motor vehicle traffic crashes. 40% (78) of these fatalities occurred in alcohol-impaired crashes.
- 71% of these alcohol-impaired fatalities involved at least one driver or motorcyclist with a BAC of .15 or higher.

Click the links below to get your 4th of July campaign materials.



Enforcement:

[Drive Sober or](#)

[Get Pulled Over](#) (alcohol-impaired driving)

[Drive High - Get a DUI](#)

(drug-impaired driving)

Social Norming:

[Buzzed Driving is Drunk Driving](#)

(alcohol-impaired driving)

[If You Feel Different, You Drive Different](#)

(drug-impaired driving)

On behalf of the NHTSA/TSM team, thanks for your proactive support in impaired driving prevention.

Trucking Law: When Meds Can Sideline Your Commercial Driving

Source: Dr. Alexander E. Underwood, KT Health Clinic, 417-832-8678 or mail@kthealthclinic.com

It is not unusual for me to see a patient on a dozen or more prescription medications. The patient might have a cardiologist treating heart problems, an endocrinologist treating diabetes and a primary care physician treating other conditions.

Along with the confusion of switching and starting different medications, and the worry of potential side effects from combining meds, a CDL holder often will ask me, "Can I still drive if they put me on XYZ?" The answer is usually yes. But with over 20,000 prescription drugs approved for marketing, there are many meds the **Federal Motor Carrier Safety Administration** considers potentially, if not automatically, disqualifying.

The most common meds that create such issues are benzodiazepines, such as Klonopin and Xanax, and narcotics, such as Norco, Oxycodone or Tramadol. While **FMCSA** says benzodiazepines are disqualifying, that's not always the case in extremely rare instances. If a driver has been taking a benzodiazepine for years without sedating side effects, and there is a real risk of dangerous withdrawal symptoms, the driver might be certified to drive. The decision is left to the medical examiner, with input from the prescribing physician.

Narcotics are not outright disqualifying but are heavily scrutinized. If a driver is using a narcotic, a decision to certify will be made only if the prescribing physician and the medical examiner agree the driver is without deleterious side effects.

If certified, the driver must not use a short-acting narcotic within eight hours of driving or another safety-sensitive task, or 12 hours if using a long-acting narcotic.

Methadone is alone disqualifying. Suboxone and other opiate replacement therapies are examined on a case-by-case basis. There might be stricter guidelines to come. Physician organizations, such as the American College of Emergency Medicine, have urged **FMCSA** to alter current guidelines, stating "acute or chronic opioid use is not recommended for patients performing safety-sensitive tasks."

Although medical marijuana is legal in many states, it is disqualified by **FMCSA** standards, as is CBD oil. Hemp oil that does not contain THC is allowed by **FMCSA**, but before using it, be certain that it contains absolutely no THC. Also, you cannot be using it for a progressive or disabling condition. Kratom, an opioid-like supplement with disputed medicinal benefit, also is banned for commercial driver use. Be very cautious when consuming non-FDA approved supplements. They often are not labeled correctly and can contain banned substances.

FMCSA has made some notable changes regarding certain medications. The smoking cessation drug varenicline (*Chantix*) is no longer banned. Short-acting anxiolytics (*anxiety relievers*) such as Lunesta and Ambien are not disqualifying as long as the short-acting preparation is used, and the driver leaves enough time for the drug to clear his system before driving.

The commonly prescribed cyclobenzaprine (*Flexeril*) is allowed if the driver does not show any sedating side effects. Also, nearly all antidepressants are allowed, barring uncommon first-generation medications such as TCAs (*tricyclic antidepressants*) and MAOIs (*monoamine oxidase inhibitors*).

In most instances, driver certification based on medication use is a case-by-case decision. Given the vast number of drugs available, it's best to discuss any meds with your prescribing physician, who should be aware of your profession.

Always report all your medications to your CDL medical examiner, even if there's a chance it will restrict your career. In the event of an accident, having hidden them from a medical examiner could land you in serious legal trouble.



A medical examiner sometimes needs to consult with a prescribing doctor regarding the safety of using certain medications.

Keeping Tire Pressure at Optimum Levels

Steps to optimize a fleet's tire program and maximize tire life.

Tire inflation has long been a **topic of conversation** when it comes to **commercial vehicle tires**.

Proactive fleets have tire inflation **well under control**, and that helps **maximize** tire life and **keeps tire costs** in check. Since **quality tires** that are **properly maintained** affect driver satisfaction, **tire life**, and fuel economy, **inflation maintenance** is an **opportunity** to reduce **costs** and **improve driver retention**.

Here's what **fleets** can do to **ensure** a **high-quality** inflation program.

1. Use calibrated gauges

It is important to ensure tire gauges in the shop and on the vehicle are accurate. Gauges get dropped, and even if they don't look like it, they're sensitive pieces of equipment. If a fleet is not testing each gauge and recalibrating them monthly against a master, there is a good chance they are inflating tires to the wrong level.

It is a good idea to have a psi test station set up along with a master gauge in a highly visible area of the shop. Some fleets have drivers swap out their gauges for a calibrated gauge once a month. It is difficult to have a good tire program if the gauges can't be trusted.

2. Start with the chart

Most major tire manufacturers provide load-inflation tables based upon Tire and Rim Association guidelines. With a typical 6x4 legal load, there will be 34,000 lbs being carried by eight drive tires, or 4,250 lbs per tire. The table shows the drive tires can support that load at as little as 75 psi fully loaded. Yet, many fleets run a standard inflation pressure at 100 psi because, they say, "That's what we've always done. It's easy for our drivers to remember, and it gives us more margin for error if a tire leaks."

While overinflation may be inefficient and costly, significant underinflation can be catastrophic. A blowout could occur. So what's the optimal pressure? Like so many things in life, the answer is: it depends.

Every tire and fleet has a "personality." The most cost-effective tire programs come from matching the right tire to the right application at the right inflation pressure. It takes a little time and some discipline, but the effort will pay off.

The bottom line is fleets need to think differently about air pressure. The reality is the tire doesn't actually support the load, the air does. Inflation pressure primarily manages two things: the shape of the tire footprint and the amount of sidewall deflection.

Overinflation can pose several problems. The biggest is premature and irregular wear since the tire won't have an optimal footprint patch to the road. It will ride more on the crown of the tire so part of the tread is scrubbing its way into and then out of the contact patch causing rapid and uneven wear.



Traction will also be compromised, and that really comes into play in winter. There may also be an increase in the occurrence of impact breaks since the tire sidewalls have less flex. Finally, overinflation impacts fuel economy.

Fleets need to break this cycle and keep tires at their proper inflation level. Only then can they see the true performance engineered into the tire, and that will provide savings in the form of lower cost of ownership.

The impact of not following the chart is big. While operations vary significantly, running tires that are just 10 percent underinflated may require them to be removed from service 10 percent early. At 20 percent underinflated, tread life may be reduced by as much as 25 percent.

3. Audit inflation levels

Yard checks may seem inconvenient but are necessary. It is important to benchmark tire inflation and identify problem areas. Only then can a fleet take steps to improve their tire program.

For example, what percent of a fleet's duals – both on the tractor and trailer – have inflation pressures within 5 psi of each other? Just a 5 psi difference in inflation between duals is the equivalent of one tire having a circumference that is 5/16" smaller. That means during every rotation cycle, the smaller circumference tire must scuff ahead to keep up with the tire with more inflation. These tires rotate around 500 times per mile, so simple math means 500 multiplied by 5/16" translates to 156.3" per mile, or about 13' per mile. Imagine dragging a tire 13 feet every mile, under load. The impact is significant.

4. Tire-related concerns beyond air pressure

Another area of tire service to watch is retreads. Similar to inflation, circumference is key. In some cases, fleets will get identical retreads back from their retreader, but the casings may be different. Each brand and model may have a slightly different diameter, so while two tires may look identical when they come back from the retreader, one may be significantly taller than the other. This is why it is recommended that fleets use a circumference band, measuring tape, or have a height gauge mounted in the shop to check circumference. Otherwise, a fleet could be putting mismatched duals together which will cause one tire to wear prematurely.

5. Incentivize drivers

With today's advanced trucks, it's possible to gauge how well a driver handles the truck; hard braking, quick starts, and fuel economy can all be tracked, making trends evident. Some fleets offer bonuses for tire wear and proper tire inflation. If the driver keeps tire inflation at the proper level and does fingertip diagnostics on each tire during pre-trip inspections, tires will have longer lives. How drivers take care of tires can be easily tracked when the truck returns to the terminal for maintenance.

If **these tips** are followed, **fleets stand a solid chance** of pulling the **drive tires** at **2/32nds** and the **steers** at **4/32nds**, and **casings** should be in **great shape** for **retreading**. A fleet **can extend** its **budget** on tires by **maximizing mileage** and **retreads**. Proper **tire selection** is **one key** to doing that, but it's the **maintenance practices** – especially **proper tire inflation** – that **keeps trucks** and trailers **operating as efficiently** and safely as possible.

FMCSA Amber Brake Light Exemption Expected for all Tanker Trucks, Other Trucks May Follow



Following a 30-month study that ended last year, Groendyke Transportation learned that the addition of a relatively simple, pulsating amber brake light reduced rear-end collisions by roughly 34%.

The Oklahoma-based hazmat hauler had received an exemption from the Federal Motor Carrier Safety Administration (FMCSA) to mount the light on the back of 632 of its tanker trucks, and in two-and-half-years they saw a 33.7% drop in rear-end crashes along with the elimination of all railroad crossing rear-end accidents.

A reduction like that in accidents caught the attention of safety experts at the FMCSA which is now expected to grant an exemption for amber pulsating brake lamps on all tank truck carriers.

"Rear end collisions with a truck is indeed something that can be reduced," said Paul Menig, executive director at the Transportation Safety Equipment Institute, which recently filed comments with FMCSA in support of an exemption request made by National Tank Truck Carriers (NTTC).

"I would expect FMCSA sometime this year to grant the exemption for the rest of the tank trailers," Menig continued.

A blanket exemption for all tanker trucks is welcomed news for NTTC.

"If you're going to cut accidents by 30 to 40%, that's great. That's what it's all about," said NTTC President Daniel Furth. "The distracted driving issue is out of control and extremely dangerous. Where it's evidenced most is where these people are flying right into the back of cars and, in this case, a tank truck right in front of them."

By approving of amber brake light exemptions for all tanker trucks, Menig said FMCSA will be able to study the light's effectiveness with other carriers. But they're not the only ones watching. "From what I'm seeing, NHTSA is already keyed up to do something," Menig said.

Approval from the National Highway Traffic Safety Administration (NHTSA) will pave the way for manufacturers to offer the amber pulsating light as factory option, which Menig said will reduce costs for fleets.

"Everyone's going to reduce cost if we could make this something that could be ordered with a trailer at initial production," he said. "That takes out a lot of the cost associated with it."

However, Menig advised that it will probably take multiple years before it would be allowed under NHTSA.

"You have to get NHTSA involved and I think they're going to need some additional data in order to meet the government requirements for efficacy that they'll have to meet," Menig said.

"We agree with the exemption and we want people to develop standards and monitor what's going on to be able to take it to the next step where it is factory installed."

In the meantime, fleets will be able to turn to the aftermarket for light kits.

"We all know that when you're on the road, visibility equals safety," said Marcus Hester, vice president of sales and marketing at Optronics International. "A pulsating brake lamp will definitely do that."

Installation should be relatively easy for most fleets.

"There are some harnesses now that have a drop-out for that option to be added easily to their system," said Optronics Engineering Manager Brett Miller. "It's just simply a brake light and ground connection point. For some manufacturers, we already provide the ability for them to have that and this is just simply a change in light and function."

"It's a rather simple retrofit for some. For others, obviously it involves adding a bracket and a light, or some manner of holding a light and then wiring will have to be put into the system, Miller continued, "whether it be spliced in or bullet connector points or perhaps a T-bone harness that go into a system that we've already built. There's lots of ways that it can be done and it's really not horribly difficult and even for those older trailers that already have a high mount steady burning red stop light, they could be retrofitted out easily to this amber pulsating light without changing anything other than the light."

The brake light's amber color has caused concern for some who think red is a better option.

"The exemption request from NTTC suggested amber or red and we took the position, as did others, that it should only be amber," Menig said. "There's enough precedent in other applications and in state regulations for using amber versus using the red."

Amber pulsating brake lamps may eventually be permitted on other trucks.

"An additional FMCSA exemption beyond this narrow one for tank trailers would be possible in a year-and-a-half maybe," Menig said.

However, such exemptions have to consider various trailer designs, which can get complicated when it comes to creating standards for adoption.

"When you start talking a dry van trailer you get into some other issues regarding where you place the lamp, the size of the lamp and some other things," Menig said.

Light installations for intermodal and stake trucks will also prove challenging, Menig said.

"If we limit it to just hazardous cargo, I think we can go from tankers to other hazardous cargo that is in unique trailers—bulk cargo trailers and some other things," Menig said. "If you try to say, 'Well, we're going to try doing it on all hazardous vehicles', again, it's very common to carry hazardous gas cylinders on a stake truck. That's not an easy installation then. There's some work that needs to be done to figure those things out."



A pulsating amber brake light from Optronics is expected to sell for around \$75



Safety First 2019 Novel Coronavirus

The **Mine Safety and Health Administration's (MSHA)** mission is to protect the safety and health of the nation's miners. As long as miners continue to work at a mine, **MSHA** will continue to perform its statutorily-required essential functions within the parameters of the President's and Department's guidance, as well as that of the **Centers for Disease Control and Prevention (CDC)**.

MSHA has received a high volume of questions regarding the **Coronavirus/COVID-19** and both mine operator actions and **MSHA** actions in response. This information sheet provides practices for operators and miners to minimize the spread of **Coronavirus/COVID-19** and actions **MSHA** is taking to do the same.

What should mine operators and miners do?

- Avoid close contact: Put distance between yourself and other people (about 6 feet). This includes not crowding personnel carriers, hoists and elevators, or other means of transportation at the mine.
- Clean and disinfect: Wipe down equipment and other frequently touched surfaces.
- Wash hands: If soap and water are not readily available, use a hand sanitizer that contains at least 60% alcohol. Cover all surfaces of your hands and rub them together until they feel dry. Avoid touching your face, nose, eyes, etc.
- Stay at home if you are sick.
- See [additional guidance](#) on the CDC's Prevention page

What actions is MSHA taking?

- **MSHA** will continue to perform its essential functions, including mandatory inspections, serious accident investigations, and investigations of hazard complaints (*imminent danger or serious in nature*).
- For the pendency of the President's National Emergency Declaration, **MSHA** has suspended **Educational Field and Small Mine Services** visits, as well as special safety and fatality initiatives that normally would gather groups of miners on-site to discuss powered haulage, electrocution, and contractor safety.
- To the extent feasible, inspectors are maintaining distance from miners while performing inspections.
- The **Mine Safety and Health Administration** will work with mine operators when it comes to the following recertifications:
 - Annual refresher training certification (*30 CFR Part 46*)
 - Surface and underground annual refresher training certification (*30 CFR Part 48*)
 - Certified person; sampling (*30 CFR §§ 70/71/90.202*)
 - Certified person; maintenance and calibration (*30 CFR §§ 70/71/90.203*)

Exemptions to recertifications will not be granted; however, their due dates will be extended by at least the time the government is operating under the President's Emergency Declaration.

Please note: This exception does not apply to new miner training. New miners must be trained before beginning work. Once the Emergency Declaration is lifted, mine operators should work with their respective district offices to ensure that all certifications are conducted in a timely manner.

- **MSHA** supports operators' efforts to minimize the spread of the **Coronavirus/COVID-19**, including screenings or questionnaires, and will encourage our inspectors to participate on a voluntary basis.
- **MSHA** is following all protocols for identifying **MSHA** inspectors or other employees exhibiting symptoms or who have had potential exposure, asking them to quarantine at home, and cleaning the relevant offices following CDC guidelines.
- **MSHA** recognizes that some mining operations are not running at full capacity and have limited crews working. If a mine operator alerts **MSHA** to changes in production at a site, **MSHA** will, to the extent possible, limit the number of inspectors sent to that mine for a regular inspection proportional with the mine's continuing operations.

If you have questions regarding **MSHA** requirements, including reporting, certifications, or plan submissions, or updates on the status of your operations and staff on-site, please contact the appropriate **MSHA** District Office for [Metal/Nonmetal](#) or [Coal Mine](#).

Many state and local governments have issued emergency orders imposing closure and shelter-in-place restrictions for citizens and businesses. **MSHA does not have jurisdiction** to enforce or implement these emergency orders. If you have concerns regarding state and local emergency orders or compliance with those emergency orders, please contact the appropriate state or local government office.

To access the Department of Labor's **Coronavirus** resources page, [click here](#).

How to Cope with Job Stress and Build Resilience During the COVID-19 Pandemic



Whether you are **going** into **work** or **working** from **home**, the **COVID-19 pandemic** has probably **changed** the way you work. **Fear** and **anxiety** about this **new disease** and other **strong emotions** can be **overwhelming**, and workplace **stress** can **lead** to burnout.

How you **cope** with these **emotions** and **stress** can affect your **well-being**, the well-being of the **people** you care **about**, your workplace, and **your community**. During this **pandemic**, it is **critical** that you **recognize** what stress **looks like**, take steps to build your **resilience** and manage **job stress**, and know where to go if **you need** help.

Recognize the **symptoms** of stress you **may be** experiencing.

- *Feeling irritation, anger, or in denial*
- *Feeling uncertain, nervous, or anxious*
- *Lacking motivation*
- *Feeling tired, overwhelmed, or burned out*
- *Feeling sad or depressed*
- *Having trouble sleeping*
- *Having trouble concentrating*

Know the **common work-related factors** that can **add to stress** during a pandemic:

- *Concern about the risk of being exposed to the virus at work*
- *Taking care of personal and family needs while working*
- *Managing a different workload*
- *Lack of access to the tools and equipment needed to perform your job*
- *Feelings that you are not contributing enough to work or guilt about not being on the frontline*
- *Uncertainty about the future of your workplace and/or employment*
- *Learning new communication tools and dealing with technical difficulties*
- *Adapting to a different workspace and/or work schedule*

Follow these tips to **build resilience** and **manage job** stress.

- *Communicate with your coworkers, supervisors, and employees about job stress while maintaining social distancing (at least 6 feet).*
 - ❖ *Identify things that cause stress and work together to identify solutions.*
 - ❖ *Talk openly with employers, employees, and unions about how the pandemic is affecting work.*
 - ❖ *Expectations should be communicated clearly by everyone.*
 - ❖ *Ask about how to access mental health resources in your workplace.*

- *Identify those things which you do not have control over and do the best you can with the resources available to you.*
- *Increase your sense of control by developing a consistent daily routine when possible — ideally one that is similar to your schedule before the pandemic.*
 - ❖ *Keep a regular sleep schedule.*
 - ❖ *Take breaks from work to stretch, exercise, or check in with your supportive colleagues, coworkers, family, and friends.*
 - ❖ *Spend time outdoors, either being physically active or relaxing.*
 - ❖ *If you work from home, set a regular time to end your work for the day, if possible.*
 - ❖ *Practice [mindfulness techniques](#).*
 - ❖ *Do things you enjoy during non-work hours.*
- *Know [the facts](#) about COVID-19. Be informed about how to [protect yourself and others](#). Understanding the risk and sharing accurate information with people you care about can reduce stress and help you make a connection with others.*
- *Remind yourself that each of us has a crucial role in fighting this pandemic.*
- *Remind yourself that everyone is in an unusual situation with limited resources.*
- *Take breaks from watching, reading, or listening to news stories, including social media. Hearing about the pandemic repeatedly can be upsetting and mentally exhausting.*
- *Connect with others. Talk with people you trust about your concerns, how you are feeling, or how the COVID-19 pandemic is affecting you.*
 - ❖ *Connect with others through phone calls, email, text messages, mailing letters or cards, video chat, and social media.*
 - ❖ *Check on others. Helping others improves your sense of control, belonging, and self-esteem. Look for safe ways to offer social support to others, especially if they are showing signs of stress, such as [depression and anxiety](#).*
- *If you feel you may be misusing alcohol or other drugs (including prescription drugs) as a means of coping, reach out for help.*
- *If you are being treated for a mental health condition, continue with your treatment and be aware of any new or worsening symptoms.*

Know where to go if you need help or [more information](#).