



## 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](#)



**COLORADO**  
Department of Revenue

### Important Messages from the State of Colorado and the Colorado Department of Revenue

#### Colorado COVID-19 Emergency Declarations:

- Commercial Driver License (CDL) Impact during Office Closure
- IRP Registration Extensions and Weight Exemptions

Effective March 10, 2020, the State of Colorado is in a state of emergency due to the COVID-19 virus. In response, the State of Colorado is waiving registration late fees, providing registration extensions, and issuing weight exemptions.

Full Details - [HERE](#)

Due to our COVID-19 precautionary measures, the Division of Motor Vehicle Driver License Offices are closing to the public effective 03/18/2020. The Division of Motor Vehicles has identified 406 Commercial Driver License (CDL) holders with a hazmat endorsement who have licenses set to expire during the period of expected closure.

Full Details - [HERE](#)

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



## ▶ FMCSA Expands COVID-Related HOS Waivers to Include Fuel, Raw Materials and More

The **FMCSA** expanded its **targeted suspension** of hour of service regulations for truck and bus drivers hauling certain loads related to responding to the **COVID-19 coronavirus outbreak**. [read more...](#)

## ▶ Hours of Service Reforms Head to White House OMB for Final Approval

A final rule to **overhaul federal hours of service regulations** for truck drivers was sent to the White House's **Office of Management and Budget (OMB)** for approval... [read more...](#)

## ▶ Emergency Declaration Issued by President Trump / HOS Exemption for Fuel Haulers Issued by Colorado State Patrol

This is a challenging time for our state and country, and our industry is being stressed greatly by some panic buying in certain sectors. While other businesses are closing for a period of time, the trucking industry cannot because of its importance to our economy and our quality of life. [read more...](#)

## ▶ International Roadcheck update

### Roadcheck Inspection Blitz Out of Service Due to Coronavirus Pandemic, for Now



The **Commercial Vehicle Safety Alliance** has put its annual **International Roadcheck** inspection blitz out of service, at least temporarily, due to the novel **coronavirus pandemic**. [read more...](#)

## ▶ Truck Stops Adjust Diner Practices, Shower Hygiene, to Deter Virus Transmission

Drivers looking forward to a **truck stop buffet** or friendly **sit-down service** are in for temporary disappointment at certain locations. [read more...](#)

## ▶ From a 200-Truck Line at Costco to Loads 'Screeching to a Halt,' COVID-19 Envelops the Economy, Trucking

Mid-week last week, a driver for an Illinois Transport Company with a 31-truck fleet, was hooked to a brokered load bound for a Costco distribution center in California. The operator happened upon a sight he'd not seen before in his 30 years behind the wheel: ... [read more...](#)



## ▶ Trucking Law: WHEN TRYING TO HELP AT ACCIDENT SCENE CAN HURT YOU INSTEAD

If you are in an **accident**, always **keep in mind** your own legal protection. Part of that is **being careful** what you volunteer at the scene. [read more...](#)



## MSHA NEWS SUMMARY

### ▶ Attn: CSSGA MEMBERS

Many of you received an email regarding **MSHA's** stance on **training** at this time. Here is additional information from the **DRMS**. [read more...](#)

### ▶ Safety Topic Mobile Equipment at Surface Mines

Haul trucks and other large surface mining vehicles are capable of destroying smaller vehicles that cannot be seen by the operator. [read more...](#)



## MONTHLY SAFETY & HEALTH TIP NEWS SUMMARY

### ▶ Explaining Typical Hand Injuries

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

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

Schedule of classes April 2020: SEE PG. 2 ABOVE -> Important class information

- PEC Safeland Basic Orientation: April 6, 13, 29; 8 - 4:30; This class will be via Instructor-Led Virtual Meeting
• First Aid/CPR/AED/BLOODBORNE PATHOGENS (We offer MEDIC FIRST AID): Blended learning available on-demand now
• PEC H2S Clear: Available via Instructor Led Virtual Meeting - contact us to schedule a class today

[ 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 Overdrive CCJ ISHN NUCA DOL CVSA tt Express Colorado Motor Carriers Assoc. HDT TruckingInfo State of Colorado Colorado Dept of Revenue AnneliseShepherd - CSSGA Shermanhoward.com Jeff Buczkiewicz - MCAA BradKlepper, Atty



## OSHA / CONSTRUCTION

March 14, 2020

### U.S. Department of Labor Issues Temporary Enforcement Guidance for Respirator Fit-Testing in Healthcare during COVID-19 Outbreak

Following President Donald J. Trump’s memorandum on the availability of respirators during the COVID-19 outbreak, the U.S. Department of Labor’s Occupational Safety and Health Administration has issued [new temporary guidance](#) regarding the enforcement of OSHA’s [Respiratory Protection standard](#). This guidance is aimed at ensuring healthcare workers have full access to needed N95 respiratory protection in light of anticipated shortages.

“The safety and health of Americans are top priorities for the President. That’s why the Administration is taking this action to protect America’s healthcare workers,” said U.S. Secretary of Labor Eugene Scalia. “Today’s guidance ensures that healthcare workers have the resources they need to stay safe during the COVID-19 outbreak.”

“America’s healthcare workers need appropriate respiratory protection as they help combat the COVID-19 outbreak,” said Principal Deputy Assistant Secretary for Occupational Safety and Health Loren Sweatt. “Today’s guidance outlines commonsense measures that will keep personal respiratory devices available for our country’s healthcare workers.”

OSHA recommends that employers supply healthcare personnel who provide direct care to patients with known or suspected coronavirus with other respirators that provide equal or higher protection, such as N99 or N100 filtering facepieces, reusable elastomeric respirators with appropriate filters or cartridges, or powered air purifying respirators.

This temporary enforcement guidance recommends that healthcare employers change from a quantitative fit testing method to a qualitative testing method to preserve integrity of N95 respirators. Additionally, OSHA field offices have the discretion to not cite an employer for violations of the annual fit testing requirement as long as employers:

- Make a good faith effort to comply with the respiratory protection standard;
- Use only NIOSH-certified respirators;
- Implement strategies recommended by OSHA and Centers for Disease Control and Prevention for optimizing and prioritizing N95 respirators;

- Perform initial fit tests for each healthcare employee with the same model, style, and size respirator that the employee will be required to wear for protection from coronavirus;
- Tell employees that the employer is temporarily suspending the annual fit testing of N95 respirators to preserve the supply for use in situations where they are required to be worn;
- Explain to employees the importance of conducting a fit check after putting on the respirator to make sure they are getting an adequate seal;
- Conduct a fit test if they observe visual changes in an employee’s physical condition that could affect respirator fit; and
- Remind employees to notify management if the integrity or fit of their N95 respirator is compromised.

The temporary enforcement guidance is in effect beginning March 14, 2020, and will remain in effect until further notice.

For further information about COVID-19, please visit the U.S. Department of Health and Human Services’ [Centers for Disease Control and Prevention](#).

Under the Occupational Safety and Health Act of 1970, employers are responsible for providing safe and healthful workplaces for their employees. OSHA’s role is to help ensure these conditions for America’s working men and women by setting and enforcing standards, and providing training, education and assistance.

The mission of the U.S. Department of Labor is to foster, promote and develop the welfare of the wage earners, job seekers and retirees of the United States; improve working conditions; advance opportunities for profitable employment; and assure work-related benefits and rights.

### Injury/Illness Posting

- **Reminder: Employers must post their Summary of Work-Related Injuries and Illnesses (Form 300A) through April 30.**

OSHA’s Form 300A (Rev. 04/2004)			
Summary of Work-Related Injuries and Illnesses			
<b>Number of Cases</b>			
Total number of deaths	Total number of cases with days away from work	Total number of cases with job transfer or restriction	Total number of other recordable cases
0	0	0	0
(a)	(b)	(c)	(d)
<b>Number of Days</b>			
Total number of days away from work	Total number of days of job transfer or restriction		
0	0		
(e)	(f)		
<b>Injury and Illness Types</b>			

March 20

## Statement from the Underground Damage Prevention Safety Commission regarding the Excavation Requirements Law (Title 9, Article 1.5, CRS) in light of the COVID-19 Pandemic

The Safety Commission is aware that some facility owners/operators, during the COVID-19 Pandemic, have decided to either stop fulfilling locate requests or limit their responses to only locating damages and emergencies.

The Safety Commission reminds facility owners/operators that the Colorado Excavation Requirements Law has not changed, and all member facility owners/operators are required to mark all underground facilities. Not responding to excavation notices is a violation of the Colorado Excavation Requirements Law and may put people at risk of injury or may damage property.

Section 9-1.5-103(4)(a)(I) of the Colorado Excavation Requirements Law states the following:

*Any owner or operator receiving notice pursuant to subsection (3) of this section shall, at no cost to the excavator and within two business days, not including the day of actual notice, use reasonable care to advise the excavator of the location, number, and size of any underground facilities in the proposed excavation area, including laterals in the public right-of-way, by marking the location of the facilities with clearly identifiable markings within eighteen inches horizontally from the exterior sides of the facilities.*

We also remind both facility owners/operators and excavators that Section 9-1.5-103(6) of the Colorado Excavation Requirements Law gives excavators the opportunity to proceed with excavation when the requested locates are not fulfilled:

If documentation or markings requested and needed by an excavator pursuant to subsection (4) of this section are not provided by the owner or operator within two business days, not including the day of actual notice, or such later time as agreed upon by the excavator and the owner or operator...

or, if the documentation or markings provided fail to identify the location of the underground facilities, the excavator shall immediately give notice through the notification association to the owner or operator, may proceed with the excavation, and is not liable for such damage except upon proof of the excavator's lack of reasonable care.

[Official Letter Here](#)

March 19, 2020

## MCAA Working to Appeal Osha's Coronavirus Reporting Requirements

[COMPREHENSIVE COVID-19 RESOURCE LIST](#)

Source: Jeff Buczkiewicz, President/CEO  
Mason Contractors Association of America

The MCAA is working with fellow Construction Industry Safety Coalition members to ask the Department of Labor to pull back their recent guidance on reporting COVID-19 (Coronavirus) illnesses on employer OSHA Logs.

We are hopeful the DOL will see this as it is, another burdensome requirement on employers in an already highly volatile situation for employers and employees alike.

The DOL does not require a cold or the flu to be reported and the thinking is that this virus is another form of the flu and should be treated as such.

Visit [MCAA](#) — They are making constant effort to keep you up to date on these ever-changing developments. They will provide as much information for you as possible.

## Whistleblower Protections

A [public meeting](#) on May 13 will solicit comments on the whistleblower protection laws enforced by OSHA. The public will also be able to participate in the meeting by telephone.

## Solutions for Tree Care Hazards



[Follow safety tips to protect workers from tree care hazards.](#)

March 18, 2020

## LABOR & EMPLOYMENT ADVISORY

Source: Sherman & Howard — shermanhoward.com

On March 18, 2020, the president signed into law the **Families First Coronavirus Response Act**. In addition to provisions addressing accessibility of testing for **COVID-19** and **workplace safety**, the law imposed **new requirements** for **paid sick leave** and for **paid family leave** under the **Family and Medical Leave Act of 1993 (FMLA)**.

**Employers subject to these new laws** must comply **no later than April 3, 2020**.

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Visit this [link](#) to find the complete Advisory with answers and details for the following bullet points.

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### PAID SICK LEAVE

- Who must provide paid sick leave under the new federal law?
- How much paid sick leave must a covered employer provide?
- For what reasons may an employee take paid sick leave under the new law?
- An employee may take paid sick leave if he or she is unable to work or telework because he or she:
- At what rate must an employer pay an employee paid sick leave under the new law?
- When can an employee take paid sick leave under the new law?
- When does an employee's entitlement to paid sick leave end?
- Do employers with collective bargaining agreements have to comply?
- Notable Details:

### PAID FAMILY LEAVE

- How does the new law amend the **FMLA**?
- Who must provide public health emergency **FMLA** under the new law?
- Who is eligible for public health emergency **FMLA** under the new law?
- For what reasons may public health emergency **FMLA** be taken?
- What notice must an employee provide?
- Is public health emergency **FMLA** leave paid?
- How is paid public health emergency **FMLA** calculated?
- Are employees entitled to reinstatement in their position or an equivalent position following the conclusion of their public health emergency **FMLA** leave?
- There is one exception: employers with fewer than 25 employees are not required to reinstate an employee to the employee's position or an equivalent position if the following conditions are met:
- Do employers with collective bargaining agreements need to comply?
- Notable details:

# Join the

## National Safety **Stand-Down** To Prevent Falls in Construction

**MAY 4-8, 2020**



Fatalities caused by falls from elevation continue to be a leading cause of death for construction employees, accounting for 320 of the 1,008 construction fatalities recorded in 2018 (BLS data). Those Deaths Were Preventable. The **National Safety Stand-Down** raises fall hazard awareness across the country in an effort to stop fall fatalities and injuries.

### What is a Safety Stand-Down?

A **Safety Stand-Down** is a voluntary event for employers to talk directly to employees about safety. Any workplace can hold a **Stand-Down** by taking a break to focus on "**Fall Hazards**" and reinforcing the importance of "**Fall Prevention**". Employers of companies not exposed to fall hazards, can also use this opportunity to have a conversation with employees about the other job hazards they face, protective methods, and the company's safety policies and goals. It can also be an opportunity for employees to talk to management about fall and other job hazards they see.

### Who Can Participate?

Anyone who wants to prevent hazards in the workplace can participate in the **Stand-Down**. In past years, participants included commercial construction companies of all sizes, residential construction contractors, sub- and independent contractors, highway construction companies, general industry employers, the U.S. Military, other government participants, unions, employer's trade associations, institutes, employee interest organizations, and safety equipment manufacturers.

### Partners

OSHA is partnering with key groups to assist with this effort, including the National Institute for Occupational Safety and Health (NIOSH), the National Occupational Research Agenda (NORA), OSHA approved State Plans, State consultation programs, the Center for Construction Research and Training (CPWR), the American Society of Safety Engineers (ASSE), the National Safety Council, the National Construction Safety Executives (NCSE), the U.S. Air Force, and the OSHA Training Institute (OTI) Education Centers.

### How to Conduct a Safety Stand-Down and [FAQ's](#)

Companies can conduct a **Safety Stand-Down** by taking a break to have a toolbox talk or another safety activity such as conducting safety equipment inspections, developing rescue plans, or discussing job specific hazards. Managers are encouraged to plan a stand-down that works best for their workplace anytime. See [Suggestions to Prepare for a Successful "Stand-Down"](#) and [Highlights from the Past Stand-Downs](#). OSHA also hosts an **Events page** with events that are free and open to the public to help employers and employees find events in your area.

If you plan to host a free event that is open to the public, contact your [Regional Stand-Down Coordinator](#).

### Certificate of Participation

Employers will be able to provide feedback about their **Stand-Down** and download a Certificate of Participation following the **Stand-Down**. The certificate pages will be active on May 4, 2020, for employers to enter their information and print their certificate.

### Fall Prevention Webinar

The [National Safety Stand-Down to Prevent Falls](#) will conduct an [April 16 webinar](#) on fall prevention practices.

### Share Your Story with Us

If you want to share information with OSHA on your **Safety Stand-Down**, Fall Prevention Programs or suggestions on how we can improve future initiatives like this, please send your email to [oshastanddown@dol.gov](mailto:oshastanddown@dol.gov). Also share your **Stand-Down** story on social media, with the hashtag: **#StandDown4Safety**.

Follow this [link](#) for more information — watch for a **Safety Stand-Down** reminder in next months' newsletter.

March 18, 2020

## FMCSA Expands Coronavirus Hours-of-Service Exemptions

The **Federal Motor Carrier Safety Administration** issued an **expanded national emergency** declaration to provide **hours-of-service** regulatory relief to **commercial vehicle drivers** transporting **emergency relief** in response to the **nationwide coronavirus (COVID-19)** outbreak, including **adding fuel** and **raw materials** needed to manufacture **essential supplies** to the list of freight **covered** under the **order**.

"The **nation's truck drivers** are on the **front lines** of this effort and are **critical to America's supply chain**," said U.S. Secretary of Transportation Elaine L. Chao.

**FMCSA's** expanded **declaration provides** for regulatory **relief** for **commercial motor vehicle** operations **providing** direct assistance **supporting emergency** relief efforts **intended** to meet **immediate needs** for:

- *Medical supplies and equipment related to the testing, diagnosis and treatment of COVID-19.*
- *Supplies and equipment necessary for community safety, sanitation, and prevention of community transmission of COVID-19 such as masks, gloves, hand sanitizer, soap and disinfectants.*
- *Food, paper products and other groceries for emergency restocking of distribution centers or stores.*
- *Immediate precursor raw materials—such as paper, plastic or alcohol—that are required and to be used for the manufacture of essential items.*
- *Fuel.*
- *Equipment, supplies and persons necessary to establish and manage temporary housing, quarantine.*
- *Persons designated by federal, state or local authorities for medical, isolation, or quarantine purposes.*
- *Persons necessary to provide other medical or emergency services.*

The **notice** explains that "**direct assistance** means transportation and other **relief services** provided by a **motor carrier** or its **driver(s)** incident to the **immediate restoration** of essential **services** (such as **medical care**) or **essential supplies** (such as **food and fuel**) related to **COVID-19** outbreaks during the **emergency**."

When asked if a **truckload** of **supplies** such as **water**, toilet paper, and **hand sanitizer** to refill **empty shelves** at the grocery store **constitute emergency** relief, an **FMCSA** spokesperson said **it does**.

The **expanded declaration** stipulates that **direct assistance** does **not include** routine **commercial deliveries**. Fleets cannot simply add a **nominal quantity** of **qualifying emergency** relief to a **mixed load** just to obtain the **benefits** of the **emergency declaration**.

As in the **original declaration**, first issued **March 14**, this expanded **emergency declaration** stipulates that once a **driver** has

**completed** his or her **delivery**, the driver **must receive** a minimum of **10 hours off duty** if transporting **property**, and **eight hours** if transporting **passengers**.

### How do I Log COVID-19 Relief Loads?

According to **FMCSA's** [FAQ on emergency declarations](#), "Since the **hours-of-service** rules do **not apply** when operating under **declaration of emergency** issued under **49 CFR 390.23**, you do **not have** to **maintain a record of duty** status (*log*). **However**, it is **recommended** that, for **future reference**, you explain the **activity** in the log "**remarks**" section without completing the **detailed grid**."

Dave Osiecki, president, Scopelitis Transportation and Consulting, **explained** that the **ELD mandate** rules "anticipate that **certain drivers** will be **exempt**, either **permanently** or during certain **circumstances**," and include an **exempt driver** logging **category**. "On **emergency relief**, the **fleets** can switch the **driver** to an **exempt driver log-in account**."

**ELD manufacturer** Samsara **recommends** that **affected drivers** add a **remark** to their **logs** that refers to the **emergency declaration** and describes the **direct assistance** activity they are currently **engaged** in. It does **not recommend** using the **Adverse Driving Conditions** exemption for this **purpose**.

### What Isn't Covered

The **Emergency Declaration** also states that it **does not exempt** motor carriers or **drivers** from the **controlled substances** and **alcohol** use and **testing requirements**, the commercial **driver's license** requirements, the **financial responsibility** (*insurance*) requirements, the hazardous material **regulations**, applicable **size and weight** requirements, or **any other** portion of the **regulations** not specifically **exempted** by the **order**.

Some states, **however**, have **offered temporary** weight **provisions**.

And as many **state** and **county governments** close **government** offices, and **drivers** may have **difficulty accessing** an open **testing site** for drug and **alcohol testing**, some **fleets** and drivers have **questions** about what do about commercial **driver's licenses** or medical cards that are **expiring**, or about random **drug testing** requirements.

Osiecki **notes** that fleets and **drivers will** have to **check** with their **particular state** officials about **grace periods** for **license renewals** during the **crisis**. Most, he said, have **notices** on their **websites**.

**Medical cards** and **drug testing** are a **trickier issue**. "**FMCSA** really **needs to step** in where it **relates** to driver-**related issues** and **provide clear**, consistent **guidance**," he said.

**FMCSA's** emergency **declaration** is the **first time** the agency has **issued nationwide** relief and follows President Trump's **issuing** of a **national emergency declaration** in response to the **virus**.

[Read FMCSA's](#) expanded **National Emergency Declaration**.

March 18, 2020

## FMCSA Expands COVID-Related HOS Waivers to Include Fuel, Raw Materials and More

The **Federal Motor Carrier Safety Administration** expanded its **targeted suspension** of hour of service regulations for truck and bus drivers **hauling certain loads** related to **responding** to the **COVID-19 coronavirus outbreak**. Now included are **fuel; raw materials** for items like **toilet paper** and **alcohol** related to manufacturing items like **masks, gloves, hand sanitizer** and **disinfectants** and more.

**FMCSA** issued the [emergency declaration](#) as part of President Trump's **National Emergency Declaration**. Drivers **hauling the following loads** will be **exempted** from **HOS regs**. Once a **property-carrying driver** makes a **delivery** of these items, they **must go off duty** for **10 hours** before **resuming work**.

**Loads under the exemption include:**

- *Medical supplies and equipment related to the testing, diagnosis and treatment of COVID-19.*
- *Supplies related to preventing the spread of coronavirus, like masks, gloves, hand sanitizer, soap and disinfectants.*
- *Food, paper products and other groceries for emergency restocking of distribution centers and stores.*
- *Precursor raw materials like paper, plastic or alcohol*
- *Equipment, supplies and persons meant to provide temporary housing and quarantine facilities.*
- *Personnel to provide medical or other emergency services.*

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## Hours of Service Reforms Head to White House OMB for Final Approval

A final rule to **overhaul** federal **hours of service regulations** for **truck drivers** was sent to the White House's **Office of Management and Budget (OMB)** for approval — one of the final steps before the rule can be published in the *Federal Register* and take effect.

The U.S. DOT's **Federal Motor Carrier Safety Administration** filed the rule to **OMB** Monday, **March 2**. With the **final rule** advancing to **OMB**, it's a **clear signal** that the **rulemaking** to reform **HOS** hasn't **stalled** after former **FMCSA** Administrator Ray Martinez **abruptly resigned** last fall.

Martinez had **initiated** the **HOS reforms** after a **series** of **listening sessions** in his **first months** on the **job** in 2018. **FMCSA** Acting Administrator Jim Mullen said the **agency** was **still intent** on seeing the **rulemaking** through.

It's **unclear** what **exactly** is in the **HOS final rule**, as the **text** has not yet been **made public**. **FMCSA's** proposed **hours of service** reforms, published **last August**, called for a few **key changes** to existing **HOS regs**.

Chief among **those changes** would be the **ability** for drivers to **pause** their **14-hour on-duty** clock **one time** and go **off-duty** for up to **three hours**. Likewise, the rule **expanded** the **split-sleeper berth** option to **allow drivers** to use a **seven- and three-hour split** of their required **10 off-duty** hours. Existing **regs** allow **split-sleeper option** of **eight hours** and two hours. **FMCSA's** **HOS proposal** last fall **also provided** an option for drivers to **extend** their **14-hour clock** by **two hours** if they face adverse **conditions** such as **traffic** or **weather**.

Federal law **dictates** that **OMB** **approve** or **deny** the rule within **90 days**, but can be **extended** to **120 days** if deemed **necessary**.

If **OMB** **clears** the rule, **FMCSA** would be **free** to publish the rule in the *Federal Register*, meaning a **final rule** could be **filed** within the **coming months**. After it's **published**, there likely will be an **implementation period** of either **months** or **years** to allow the **industry** to prepare for the **changes**.

March 15, 2020

## Emergency Declaration Issued by President Trump / HOS Exemption for Fuel Haulers Issued by Colorado State Patrol

**Source:** Colorado Motor Carriers Association

This is a challenging time for our state and country, and our industry is being stressed greatly by some panic buying in certain sectors. While other businesses are closing for a period of time, the trucking industry cannot because of its importance to our economy and our quality of life.

President Trump declared a national emergency on March 13. **CMCA** has been monitoring the situation. Two very important declarations were issued. On March 13, **FMCSA** issued relief from Hours of Service for certain carriers involved with relief efforts from the COVID-19 situation.

On March 14, at the request of several industry groups including **CMCA**, the Colorado State Patrol issued relief from Hours of Service for fuel haulers to assist in the backlog at refineries and extra capacity issues we have begun to experience.

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Please read the declaration. **CMCA** is working closely with **FMCSA**, state agencies, our other state trucking association affiliates, and the American Trucking Associations, and we call your attention to the section clarifying what qualifies for this emergency relief from HOS regulations:

*This Emergency Declaration provides regulatory relief for commercial motor vehicle operations that are providing direct assistance in support of emergency relief efforts related to the COVID-19 outbreaks, including transportation to meet immediate needs for: (1) medical supplies and equipment related to the testing, diagnosis and treatment of COVID-19; (2) supplies and equipment necessary for community safety, sanitation, and prevention of community transmission of COVID-19 such as masks, gloves, hand sanitizer, soap and disinfectants; (3) food for emergency restocking of stores; (4) equipment, supplies and persons necessary to establish and manage temporary housing, quarantine, and isolation facilities related to COVID-19; (5) persons designated by Federal, State or local authorities for medical, isolation, or quarantine purposes; and (6) persons necessary to provide other medical or emergency services, the supply of which may be affected by the COVID-19 response. Direct assistance does not include routine commercial deliveries, or transportation of mixed loads that include essential supplies, equipment and persons, along with supplies, equipment and persons that are not being transported in support of emergency relief efforts related to the COVID-19 outbreaks.*

Click on the following links for further information

[Click here for info on the exemption from FMCSA.](#)

[Click here for a copy of the Emergency Declaration \(in pdf\).](#)

[Click here for a copy of the HOS Exemption Letter for Fuel Haulers](#)

**CMCA** will continue with our regular business hours to support our companies and their people. There are a number of questions and issues that have arisen during this crisis and more will occur. **CMCA** will continue to help answer questions, dispel rumors, and provide information and assistance to our members. **CMCA** will keep our members up to date on any new developments that could impact the trucking industry via email and via our social media channels.

If you have any questions about the **Federal Motor Carrier Safety Regulations** or about the **Emergency Declaration**, please contact Patti Gillette at [patti@cmca.com](mailto:patti@cmca.com).

### Colorado Motor Carriers Association offers COVID-19 Information/Resources

For new and updated COVID-19 Emergency Declarations,

visit [COVID-19 Resources](#)

March 25, 2020

## International Roadcheck update

# Roadcheck Inspection Blitz Out of Service Due to Coronavirus Pandemic, for Now



The **Commercial Vehicle Safety Alliance** has put its annual **International Roadcheck** inspection **blitz** out of service, at **least temporarily**, due to the novel **coronavirus pandemic**.

The group **announced** it has decided to **postpone** the event, which **was set** for **May 5-7**, to later in the **year**. New **dates** for the **blitz** have **not yet** been **decided**.

**CVSA** notes that while **Roadcheck** has been **delayed**, roadside **inspections** and **traffic enforcement** will continue **as normal**.

“As we **urgently respond** to this **time-sensitive** crisis, we must **remain diligent** and **committed** to **ensuring** that the **commercial motor vehicles** and drivers **providing essential** goods and **services** to our **communities** are following **motor carrier safety regulations**,” says **CVSA** President Sgt. John Samis with the Delaware State Police. “**Safety** doesn’t **take a break**. It is always our **top priority**.”

When it’s **rescheduled**, this year’s **Roadcheck** will **focus** on **driver compliance**, notably **electronic logging devices** and **hours of service**, but also **medical cards**, **CDLs**, **seat belt use** and **more**.

**Inspectors** will **also** be making **standard checks** of **lights**, **brakes** and other **equipment**.

**Roadcheck** is the only **enforcement blitz** to be **postponed** so far, **CVSA** says, with **Operation Safe Driver Week** still **scheduled** for **July 12-18** and **Brake Safety Week** still set for **Aug. 23-29**.

[Download the 2020 International Roadcheck driver requirements focus area flyer.](#)

March 17, 2020

## Truck Stops Adjust Diner Practices, Shower Hygiene, to Deter Virus Transmission

Drivers looking **forward** to a **truck stop buffet** or friendly **sit-down service** are in for **temporary disappointment** at certain **locations**.

The **three major** truck stop chains say they’ve **instituted new sanitation practices** for **dining areas** and showers to help **protect customers** during the **COVID-19 outbreak**.

**TA/Petro** said it has **suspended buffets** and **soup and salad bars**. “However, our **restaurants** will **remain open** and all items on our **menus** will be **available** both in the **restaurant** and as **to-go orders**,” a spokesperson said.

**NATSO**, the **trade group** representing **truck stops**, said that many **operators** have **converted sit-down** restaurants to **take-out only**, especially in states that have **ordered** the closure of **sit-down dining** establishments.

A **Pilot** spokesperson says it is **more frequently** cleaning and **disinfecting dining tables** and other **food contact surfaces**. It’s also more frequently **cleaning restrooms** and common areas with **disinfectant**.

**TA/Petro** says it is more **frequently cleaning** showers with **hospital-grade chemicals**. It’s also more **frequently cleaning** restrooms, **doorknobs** and other **high-risk surfaces**. **Pilot** says it is “**cleaning showers** after each use with **degreaser**, **disinfectant** and **floor cleaner**.”

**Love’s** says it has a **COVID-19 task force** that’s educating **employees** on **best practices**. “We’ve **increased cleaning** and **disinfecting efforts** at our locations and **increased focus** on **hand washing** for customers and **employees** by placing additional **hand sanitizing stations** at our locations,” the company said in a statement, which **did not specifically** address **showers**. “Additionally, we’ve **removed self-serve** condiment **stations** and are offering **pre-packaged** condiments. We are also **asking customers** to use a new **Love’s cup** to **get a drink** or **refill**. Customers can **fill** their personal **cup/mug** with a new **Love’s cup** and **My Love Rewards** members can still use a **refill credit** with a **new cup**.”

“The country’s **travel centers** and **truck stops** are **committed** to remaining **open** and serving **America’s drivers**,” says **NATSO** President and CEO Lisa Mullings. “**Fuel retailers** are ‘**essential**’ **businesses** that must **remain open** even if other ‘**nonessential**’ **businesses** are **forced to close**.”

March 17, 2020

## From a 200-Truck Line at Costco to Loads 'Screeching to a Halt,' COVID-19 Envelops the Economy, Trucking

Mid-week last week, a driver for an Illinois Transport Company with a 31-truck fleet, was hooked to a brokered load bound for a Costco distribution center in California. The operator happened upon a sight he'd not seen before in his 30 years behind the wheel: An approximately 200-truck line — and growing — waiting to drop off.

"We didn't know what to do," says the senior vice president at the Transport Company, who was communicating with her driver at the time. Of course, the driver had another load after the Costco drop-off awaiting a pick-up at another facility, but he was stuck with the dry van full of food-safe containers.

It was uncharted territory for all involved. "Do we try to reset the appointment and attempt to deliver again? Do we take it back to the original shipper? We ended up pulling him out of the line and getting him to a safe place to park for the night so we could try to figure out a plan," she says.

The driver then waited at a nearby truck stop for two days before he was able to get to the facility and deliver the load. But the delays obviously rippled through the fleet's scheduling. Days later the senior vice president was making plans for her in-office personnel to work remotely, but "most of my drivers seem to want to continue to do their jobs the way they always do," she says. The fleet has "communicated to them to limit exposure and contact in truck stops the best they can, but they want to stay on the road."

What the driver faced was likely an extreme example at a retailer, Costco, who faced a nationwide swell of consumers seeking food items and other household goods as fears surrounding the outbreak of the **COVID-19 coronavirus** ratcheted up. But he's not the only trucker to report a variety of headaches in pick-ups and deliveries surrounding the unprecedented effects of the pandemic.

Another Trucker, for instance, noted that as a result of **COVID-19** precautions "my main shipper will not allow drivers or visitors to enter their facility. Back up near the door, take the chains, straps off. ... Or vice versa. Can't use the bathroom or break room" at all, he says.

Many respondents to *Overdrive* polling conducted in recent days report business as usual, though almost 20% reported either cancelled appointments or a sharp decline in demand for their service. "We haul fuel, and there are now no loads, yet the bills continue," says a driver, awaiting word with others on whether relief packages coming out of Washington could ultimately deliver support to small business and/or wage workers impacted by the crisis.



As one trucker voiced in response to the poll question, "I do entertainment transportation. My tour was canceled and my income has now come to a screeching halt." For those with truck payments in this emergency situation, some advised consulting with finance partners to potentially skip payments as a result of the emergency. One operator had success with his bank with a call placed late last week.

Six percent of respondents reported a spike in demand for their service, but 43% said business appeared normal. Others (26%) reported concentrating on "social distancing" — keeping at least six feet of distance between yourself and others in public places — and focusing on washing their hands and practicing good hygiene.

Another Commenter, a self-described "ol' guy" who's "seen a lot in my time," got down to brass tacks with his advice for his fellow driver. "If you get sick, stop. Rest. Get well. Go back to life." He was cynical, as were some others, about the threat for most in the population, including himself, believing the response to be well out of proportion to it.

Immediately, some freight sectors within dry van and reefer are "busy helping retailers restock empty store shelves," says an analyst at DAT, though **coronavirus**-related cutbacks in ocean freight and air cargo are bound to hit trucking soon, she says.

"The impact of the **coronavirus** will add volatility to freight flows, as surges in consumer demand alternate with potential constraints on imports, exports, and industrial production," adds the chief of analytics at DAT.

FTR, likewise, says the impact on U.S. freight demand will be hit hard as imports in recent months fell off a cliff. Panic buying and retail replenishment will be short-lived, the firm notes, and some sectors in the coming months could take enormous hits, with many economists predicting a global recession coming, even if short-term.

## Trucking Law: WHEN TRYING TO HELP AT ACCIDENT SCENE CAN HURT YOU INSTEAD

**Source:** Attorney Brad Klepper, president, Interstate Trucker ([InterstateTrucker.com](http://InterstateTrucker.com)) and Drivers Legal Plan ([DriversLegalPlan.com](http://DriversLegalPlan.com))

If you are in an **accident**, always **keep in mind** your own legal **protection**. Part of that is **being careful** what you volunteer at the **scene**.

Let's say you're **involved** in an **accident** that results in **serious injury** to another **individual**. If you feel you **are not** at **fault**, your instinct is to **cooperate fully** with law officers. After all, you're a **professional** with nothing to **hide**. An officer asks **questions**, so you **respond**, thinking you're **being helpful**.

But **three days later**, the injured **person dies**. The **prosecutor** decides to file a **vehicular homicide** charge against you. The **slightest** details you **mentioned** could be turned **against** you in **court**.

Even if you are **familiar** with your company's **accident procedures** – and you should be – **one** of the first things you **should do** when you are **involved** in an **accident** is to call your **company** and ask what **they want** you to do. You may be **excited**. You may be **scared**. But the **safety department's** job is to **handle accidents**, so **follow** their instructions.

You also **may want** to **collect information** that could **prove helpful** to your **own cause**. Snap some **pictures** of the surroundings — **vehicular damages**, positions of the vehicles **relative** to each other, the **highway** and **relevant signage** such as a **stop sign** or traffic light, etc. Also **photograph** other **vehicles** and people on the **scene**. You want a **picture** of **every car tag** and person if you **can get** it, because you **never know** what they saw.

Next, **collect potential witnesses'** names and **phone numbers**. Do not try to **talk** to these **people** about the **accident**.

You're **not trained** in **interviewing people**, and you **don't want** to take the chance of **accidentally hurting** your case in the **event** one of them **ends up** on the **witness stand**. You simply want **contact information** so that your company and the **defense lawyer** can **talk** to them.



As soon as you have **finished** your **responsibilities** on the **scene**, one of the **best things** you can do is **record** – either as a **voice message** on your phone or as a **written note** – everything that happened before, **during** and after the **incident**. This information could be **valuable** to refresh your **memory** should you become a **witness** on the stand.

In court, **data recorded** at the time of the **incident** usually is **considered** more **accurate** than your **memory months** later. In addition, your **written** or recorded **information** appears **more accurate** in the court's **mind** than that of an **investigating officer** who deals with **dozens** of **traffic stops** and wrecks **every week** and yet has to recall the **specifics** of your **incident months** after it **happened**.

While **some of this** may seem **extreme**, you **never know** when an **accident** or even a basic **traffic stop**, major or **minor**, will land you in **court** defending yourself, with an **outcome** that could **destroy your future** livelihood. You have **only a brief** window at the **scene** to **collect information** that could be of **tremendous** help to you.

March 18, 2020

**Attn: CSSGA MEMBERS**

Many of you received an email regarding **MSHA's** stance on **training** at this time. Here is **additional information** from the **DRMS**.



**Note that any operator, contractor or individual person (if not an employee) must submit a request (email is fine) for a 30-day extension to MSHA. Requests need to go to Lee Hughes (hughes.lee@dol.gov), Field Officer Supervisor for the Rocky Mountain District. MSHA will consider the request and respond with an approval or denial. MSHA will be emailing this information out to operators and contractors of record in the near future.**

**Original Email Information Below.**

**CSSGA** has learned from the **National Stone, Sand & Gravel Association's (NSSGA)** discussions with **MSHA** that although the **agency will not issue a written policy publicly**, they will rely on **internal guidance** regarding **enforcement of annual training** and other **requirements** in light of the **Coronavirus**.

**MSHA** will assess **Annual Refresher Training** on a **case-by-case** basis and grant a **30-day grace period** where miners may be over the **12-month training** requirement. This will be **reevaluated** as the situation **continues to develop** and may be extended, **particularly** if the nation **remains** in a **state of emergency**. Similar **guidance** will be **implemented** regarding **audiometric testing** and other **training requirements**. Operators are **urged** to utilize **virtual training** options, have a plan to **make up training** sessions, and **keep in touch** with their **appropriate MSHA** office with any **questions and concerns**.

With **respect** to inspections, **MSHA** plans to **continue** their **regular inspections**: 2 per year for **surface mines** and 4 per year for **underground**. **Inspections**, and inspector **travel** are **deemed essential**, which is why **inspections will continue**.

However, the **situation** we are in is **highly fluid** and **MSHA practices** and **guidance** may change. **CSSGA** will **continue** to **monitor** the situation with **NSSGA** and keep you **updated**. Please **don't hesitate** to **reach out** with any **questions or concerns**.

**Source:** *Annelise Shepherd, 804-241-0605  
Communications & Administrative Manager  
Colorado Ready Mixed Concrete Association  
Colorado Stone, Sand & Gravel Association*

**Safety Topic: Mobile Equipment at Surface Mines**

Haul trucks and other large surface mining vehicles are capable of destroying smaller vehicles that cannot be seen by the operator. Traffic controls, training, and avoiding distractions are key to enhancing safety. Collision warning and avoidance systems can also help.

**Key Safety Practices**

- Communicate and verify with all equipment operators any planned movements and location upon entering or exiting a work area.
- Ensure all persons are trained to recognize workplace hazards. Specifically, train equipment operators on the limited visibility and blind spot areas that are inherent to the operation of large equipment. Do not drive or park smaller vehicles in mobile equipment's potential path of movement.
- Instruct all operators on the importance of using flags or strobe lights on the cabs of their vehicles to make haulage truck operators aware of their location. Flags must be high enough to be in the view of equipment operators.
- Install and maintain collision avoidance/warning technologies on mobile equipment.

**Resources**

[Collision Avoidance Systems and Collision Warning Systems](#)  
[Proximity Detection/Collision Warning Information from Technical Support](#)  
[Powered Haulage Collision Prevention – Best Practices](#)

# Explaining Typical Hand Injuries

We take our hands and fingers for granted – right up until we lose them.

We have 10 fingers, and it might seem that losing just one isn't a big deal, but such an injury can have severe, lifelong consequences.



▶ Below is a list of the most common types of hand injuries:

**Cuts:** Human skin is thin and sharp edges are everywhere. That makes cuts the overwhelming No. 1 issue on the list of hand injuries. Cuts can be minor or deep, cutting through ligaments, veins or whole fingers.

**Pinch points:** Tools and equipment — especially moving machinery — create tight spaces that crush, twist and tear whole hands.

**Lost fingers:** This issue is common around rotating equipment and in food processing.

**Impacts and crushings:** These injuries are a result of tools, machinery or materials smacking down — usually on the top of the hand. These injuries are a major — if an often-overlooked — danger to working hands. They are especially common in construction, as well as oil and gas work, where people are handling big wrenches, pipes and equipment.

**Abrasions:** Even if they don't catch a finger or a hand, moving parts like gears and lathes can abrade and tear at skin.

**Repetitive injuries:** Repetitive tasks can cause injuries like carpal tunnel syndrome. These injuries are some of the most insidious because they go unnoticed as they develop slowly.

**Heat:** Welding torches, foundry metals, plastics molding and the hot moving parts of machines can burn deeply.

**Cold:** Cold temperatures can cause frostbite, which can cause nerve damage requiring amputation in severe cases.

**Chemicals:** Like lubricating oils and metal-handling fluids of all kinds, chemicals can burn you immediately or cause serious conditions like cancer with long-term exposure.

**Electricity:** Electricity can kill.

**Vibration:** One common injury often overlooked by safety managers is hand-arm vibration syndrome (HAVS), a condition that affects hands working with pneumatic tools like jackhammers or vibrating machinery-like grinders. HAVS can cause neurological disorders, even vascular and skeletal problems. With HAVS, you get white fingers and you lose feeling.

There is one obvious way to protect against these hand injuries — GLOVES.



You can get gloves with cut, abrasion, puncture or impact resistance. You can get gloves that mitigate the effects of vibration. You can get gloves that protect from heat and against various chemicals.

Per OSHA PPE guidelines, gloves should fit snugly. Workers should wear the right gloves for the job (examples: heavy-duty rubber gloves for concrete work; welding gloves for welding; insulated gloves and sleeves when exposed to electrical hazards).

Invest in the proper gloves for your workers now and start saving some hands.