

New Logo & New Name ...

*BUT OUR CONTINUED ATTENTION TO GREAT SERVICE
AND BUILDING LASTING RELATIONSHIPS IS THE SAME*

With the passing of our founder, it has become necessary to make a few technical adjustments. Over the next few months **MJS Safety LLC** will be transitioning to a new company name –

MJS Legacy Safety Consulting Services LLC

All of the services provided to you through **MJS Safety LLC** will remain the same and be available to you through **MJS Legacy Safety Consulting Services LLC** with no interruption. We are committed to carrying on the legacy that Mike envisioned for both the company and our clients, and will continue to make ‘*caring for our client’s needs*’ our top priority.

The contact information for both Carrie Jordan and Jeremy Jordan will remain the same.

Please note a new shipping address: 1026 N. 1st Street, Johnstown CO 80534.

There is no change to the mailing address: P.O. Box 10, Johnstown CO 80534.

Our training facility and offices will not change: 1760 BROAD ST, UNIT H, MILLIKEN, CO 80543.

It has been our distinct pleasure to serve your business needs for the past 26 years under **MJS Safety**. We look forward to continuing a productive and successful business relationship with you under the **MJS Legacy Safety** brand for many years to come.

carriejordan@mjsafety.com — jeremyjordan@mjsafety.net

Navigating the landscape of COVID-19 and its continuing variants has seemingly become less confusing. Hopefully this will be the path for the future. So that you can access the most updated information, we’ll continue to provide links for your convenience.

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

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

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

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

▶ [Training Summary/Class Schedule](#) • 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 June 2022. 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

▶ Visit OSHA's [COVID-19 Frequently Asked Questions page...](#) [read more...](#)

▶ OSHA's Recordkeeping Requirements During the COVID-19 Pandemic

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

▶ Drug Testing

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



▶ OSHA Extends National Emphasis Program to Protect High-Risk Workers from Coronavirus

U.S. DOL's OSHA is extending its [Revised National Emphasis Program for COVID-19](#) until further notice. [read more...](#)

▶ Prevent Trench Collapses

Trenching fatalities increased at an alarming rate during the first half of 2022..... [read more...](#)

▶ Not All Injuries Can Be Prevented

BUT MOST INJURIES **CAN** AND **SHOULD** BE PREVENTED - Here are a couple of examples! [read more...](#) [read more...](#)

▶ OSHA encourages employers and workers to commit to workplace safety and health during [Safe + Sound Week](#), August 15-21. [Register now](#) [read more...](#)

▶ The Cost of Injuries

OSHA's Safety Pays Program can help you estimate the immediate and long-term costs that worker injuries have on lost profits and increased workers' compensation insurance premiums. [read more...](#)

▶ CONSTRUCTION SUICIDE PREVENTION WEEK SAVE THE DATE: SEPT. 5-9, 2022

If you're in crisis, there are options available to help you cope. **Get help now!** [read more...](#)

▶ Is Work-Related Stress Recordable as a Mental Illness Case?

Mental illnesses that have work-related stress as a contributing factor, are recordable... [read more...](#)

▶ Education Needed in Hard Hat, Helmet Use to Prevent Concussions

Survey shows many who need hard hats and helmets for safety don't realize the gear helps prevent concussions. [read more...](#)

▶ Did You Know?

Employers cannot retaliate against workers for exercising their rights to a safe and healthful workplace. [read more...](#)

▶ 6 Propane Jobsite Safety Tips

With any fuel or construction material, following code and standards and the manufacturers' instructions is job No. 1 in keeping workers safe and productive. [read more...](#)

▶ Best Practices for Chainsaw Safety

Following best practices for chainsaw safety is essential for keeping your team members safe. [read more...](#)



▶ **Reminder** - Revised Federal Drug Testing Custody and Control Form Mandatory... [read more...](#)

▶ **DOT Implements Annual Regs Violation Penalty Increases**

The Department of Transportation recently published a final rule updating the civil penalty amounts [read more...](#)

▶ **Inspectors Place More Than 1,200 Commercial Motor Vehicles with Brake Violations Out of Service During CVSA's Unannounced Brake Safety Day**

On April 27, 46 jurisdictions removed 1,290 commercial motor vehicles with brake-related critical vehicle inspection item violations... [read more...](#)



▶ **Brake Safety Week Is Aug. 21-27**

Brake Safety Week is an annual commercial motor vehicle brake-safety inspection, enforcement and education initiative... [read more...](#)

▶ **House Transportation Committee Passes Truck Parking Legislation**

Bill allocates \$755 million for truck parking projects. [read more...](#)

▶ **Surge in Highway Law Enforcement Activities During CVSA's Operation Safe Driver Program**

This was not just a law enforcement event – *but also an opportunity for increased awareness and focused education on crash causation.* [read more...](#)

▶ **ATA Launches New Program to Highlight the Contributions of Women to Trucking, Attract More to the Industry** [read more...](#)



▶ **5 Steps to Take After a Construction Company Vehicle Crash**

Car accidents are stressful events. [read more...](#)

▶ **When the Price of Diesel Goes Up, the Cost of Everything Else Follows**

Virtually every good you can think of travels by truck before it's in your reach. [read more...](#)

▶ **5 Tow Truck Workplace Safety Policies You Should Have at Your Business**

...there are ways that you can manage the risks that you and your drivers face... [read more...](#)

MSHA NEWS SUMMARY

▶ **DOL Designated July as Extreme Heat Month –**

Know the Warning Signs of Heat-Related Illness on Mining Sites [read more...](#)

▶ **June 20, 2022 Mine Fatality**

...contract driller was working outside of his drill when he fell from the top of a highwall. [read more...](#)

▶ **MSHA Best Practice AND Health Hazard Cards**

Best Practice (BP) cards provide DOs and DON'Ts established to keep yourself and others out of harm's way. [read more...](#)



MONTHLY SAFETY & HEALTH TIP NEWS SUMMARY

▶ **How Climate Change Might Influence Workers' Health and Safety**

Workers are frequently the first to be exposed to the effects of climate change... [read more...](#)

MJS Legacy Safety OFFERS DRUG & ALCOHOL TESTING

to comply with DOT/FMCSA, PHMSA & Non-DOT requirements.

We offer an in-house drug testing consortium pool with customer service that cannot be beat.

We also provide assistance with 3rd party Drug Testing Compliance Auditing through NCMS, TPS Alert & Veriforce, as well as DISA account management.

“Training Spotlight”

(a different course will be featured monthly)

MJS LEGACY offers a hybrid training for equipment as well as in person classes. The hybrid model blends online instruction with in person hands on and evaluations for students to obtain training on the equipment.

For all of our Course Offerings visit the [MJS Legacy Safety website](http://www.mjslegacysafety.com)

Schedule of classes July 2022: • TRAINING CENTER - 1760 BROAD ST, UNIT H, MILLIKEN, CO 80543

- *PEC Safeland Basic Orientation: **NEW 2021 SAFELAND**: Aug 8, 19, 29; 8 – 4:30;
This class available through video conference instructor led distance learning thru 6/30/22 - only upon request
- *First Aid/CPR/AED/BLOODBORNE PATHOGENS (We offer MEDIC FIRST AID): Aug 9, 30; 8 – noon;
In Person Classes
This class is also available for blended learning (online) with remote or in-person skills assessment
- *Hydrogen Sulfide Awareness [ANSI Z390 -2017 Course]: Aug 9, 30; 12:30 – 4:30;
This class available via Instructor Led video conference
- *Fall Protection: Aug 15
- *Reasonable Suspicion for DOT Supervisors: Aug 10
- *Confined Space: Aug 16
- *Confined Space Rescue: Aug 17

[For any last minute schedule updates, go to www.mjslegacysafety.com]

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

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

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

— FEATURED TRAINING PROGRAMS —

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

Unable to attend a class?

MJS Legacy Safety offers multiple
“ONLINE TRAINING COURSES”

including

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

or you can

Need Help With

- ISNetwork
- PEC/Veriforce
- NCMS
- Avetta/BROWZ
- TPS ALERT

CALL US!!!

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

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

SOURCES FOR THIS ISSUE INCLUDE:
OSHA
FMCSA
ISHN
US DOL
MSHA
NHTSA
ATA
CVSA
For Construction
Pros
CDC
OH&S
Overdrive
988 Suicide & Crisis LIFELINE
Construction
Suicide
Prevention Week
The Trucker
insurancehub.com
Trucking.org



OSHA / CONSTRUCTION

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

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

OSHA's Recordkeeping Requirements During the COVID-19 Pandemic

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

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

Drug Testing

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



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

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

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

OSHA Extends National Emphasis Program to Protect High-Risk Workers from Coronavirus

June 30, 2022

The U.S. Department of Labor's **Occupational Safety and Health Administration** is extending its [Revised National Emphasis Program for COVID-19](#) until further notice. The program focuses enforcement efforts on companies that put the largest number of workers at serious risk of contracting the coronavirus, and on employers who engage in retaliation against workers who complain about unsafe or unhealthful conditions or exercise other rights under the **Occupational Safety and Health Act**.

OSHA is also temporarily increasing the coronavirus inspection goal from 5 percent of inspections to 10 percent, while it works to finalize a permanent coronavirus health care standard. The program was set to expire July 7, 2022.

The Centers for Disease Control and Prevention has reported increasing coronavirus hospitalization rates nationwide since mid-April, and data [forecasts](#) that hospitalizations may increase significantly in the coming weeks. This increase in hospitalizations reinforces the need for OSHA to continue prioritizing inspections at workplaces with a higher potential for coronavirus exposures, such as hospitals, assisted living facilities, nursing homes, and other healthcare and emergency response providers treating patients with coronavirus.

First launched in March 2021, the National Emphasis Program will also ***continue to cover non-healthcare industries***, such as meat and poultry processing.

From March 2021 to March 2022, inspections under the revised program accounted for 7 percent of all federal OSHA inspections, exceeding the national emphasis program's 5 percent goal. Since the beginning of the pandemic in Feb. 2020, OSHA has issued 1,200 coronavirus-related citations to employers and to date, assessed current penalties totaling \$7.2 million dollars. OSHA has also obtained relief for more than 400 employees who filed coronavirus retaliation claims against employers, exceeding \$5 million in monetary awards to employees.

OSHA encourages State Plans to continue implementing an emphasis program for coronavirus inspections that are at least as effective as federal OSHA's Revised National Emphasis Program. Additionally, OSHA continues to work expeditiously toward a permanent standard to protect healthcare workers from coronavirus hazards and an infectious disease standard to ensure that workers are better prepared for any future outbreak.

Learn more about [OSHA's coronavirus resources](#).

Prevent Trench Collapses

Keep workers safe in a trench

Slope it.
Shore it.
Shield it.

Trenching fatalities increased at an alarming rate during the first half of 2022, surpassing last year's total by 68%. Failure to follow OSHA's required [safety practices](#) puts workers' lives at risk.

Trench collapses can be deadly. Trench hazards are well-known, yet far too many workers continue to be injured or killed during excavation work. Trench collapses, or cave-ins, are more likely than other excavation-related incidents to result in worker fatalities. It only takes seconds to become buried in thousands of pounds of soil. Trench

hazards can be controlled when employers act responsibly, train employees, and follow federal standards.

These important steps can keep excavation work safe:

- *Ensure there is a safe way to enter and exit the trench*
- *Trenches must have cave-in protection – remember to Slope, Shore, Shield*
- *Keep materials away from the edge of the trench*
- *Look for standing water or other environmental hazards, and*
- *Never enter a trench unless it is properly inspected*

FIVE THINGS YOU SHOULD KNOW TO STAY SAFE ([youtube video](#))



Not All Injuries Can Be Prevented

*To Err is Human - Anyone Can Make a Mistake BUT MOST INJURIES **CAN** AND **SHOULD** BE PREVENTED*

Here are a couple of examples! You Be the Judge!!

US DOL Finds Three Contractors Ignored Safety Requirements

Facing \$122K in proposed penalties

One worker fell about 65 feet from an improperly elevated scaffold, suffering serious injuries, and a second worker avoided injury at a Denver construction site after three contractors on the job ignored a manufacturer's safety recommendation not to use their climbing scaffold atop a lifting device, a federal workplace safety investigation has found.

OSHA investigators determined that the employees of the Colorado Springs materials company were constructing a concrete elevator and stairway core for a 44-unit residential building on Dec. 7, 2021, at the time of the incident. They also learned that the project's general contractor, out of Aurora, permitted the workers to access and ride a climbing scaffold as the crane hoisted the scaffold system upwards. During the lifting process, the scaffold system shifted and inverted causing one worker to fall and suffer severe leg, back and head injuries. His co-worker, whose fall arrest gear left him dangling from the scaffold, was rescued and suffered minor injuries.

OSHA found the three contractors – the materials company, the project's general contractor, and the crane operator out of Denver – each contributed to the conditions that exposed the workers to fall and struck-by hazards. OSHA also learned the climbing scaffold manufacturer's guidelines recommended not using the system with a lift.

"To use equipment to hoist workers to elevations, an employer must demonstrate that conventional means of reaching the work area are impossible or more hazardous," explained OSHA Area Director Amanda Kupper in Denver. *"This employer's failure to follow that requirement caused a worker to suffer life-changing injuries and another to be forever reminded of this tragedy."*

As a result of its investigation, OSHA issued the following citations:

- **One willful citation** to the materials company for allowing employees to use equipment hoisted by a crane to reach the elevated work area. The agency proposed \$101,519 in penalties.
- **One serious citation** with proposed penalties of \$14,502 to the project's general contractor for allowing workers of a subcontracted employer to use equipment to hoist workers to an elevated work area.
- **One serious citation** to the crane operator with proposed fines of \$5,801 for unsafe operation of a crane.

The Bureau of Labor Statistics reports that 351 of the 1,008 construction workers who died on the job in 2020 were victims of falls from elevation.

The three companies have 15 business days from receipt of citations and penalties to comply, request an informal conference with OSHA's area director, or contest the findings before the independent Occupational Safety and Health Review Commission.



Did You Know?

OSHA encourages employers and workers to commit to workplace safety and health during **Safe + Sound Week**, August 15-21. [Register now](#) to participate in this nationwide event that recognizes the successes of workplace safety and health programs and offers information and ideas on how to keep workers safe.

¿Sabías?

OSHA exhorta a los empleadores y trabajadores a comprometerse con la seguridad y la salud en el lugar de trabajo durante la **Semana de Safe + Sound**, del 15 al 21 de agosto. [Regístrate ahora](#) para participar en este evento nacional que reconoce los éxitos de los programas de seguridad y salud en el lugar de trabajo y ofrece información e ideas sobre cómo mantener la seguridad de los trabajadores.

US DOL Investigation Into Temple Worker's Partial Arm Amputation Finds Employer Again Ignored Machine Safety Procedures

OSHA proposes fines of \$227K for willful, repeated safety violations

A federal workplace safety investigation into how an employee suffered serious injuries in January 2022 at a Temple, TX manufacturing facility found the company had not installed adequate machine guards or locking devices on a hot laminating machine to protect workers from unsafe contact with the machine's operating parts.

The worker was trying to clear debris in a hot laminating machine when their right forearm became caught. The severe nature of the injuries led to a partial amputation of the forearm.

OSHA's investigation of the incident at the facility led the agency to issue citations for one willful, one repeat and three serious violations.

The company faces \$227,907 in proposed penalties.

OSHA issued the same company a citation for similar energy control procedure violations after an inspection at its Mississippi facility that became a final order on Jan 28, 2020.

"This worker's life was forever altered because his employer ignored known safety hazards," said OSHA Area Director Casey Perkins in Austin, Texas. "Industrial machinery is unforgiving and can cause sudden, severe and disabling injuries or worse when energy control procedures and guards are bypassed or inadequate."

In addition to lacking machine guards and locking devices on the laminating machine, OSHA determined the company did not conduct periodic inspections of their machine safety procedures, apply a personal lock to a group lockout procedure to verify energy sources were isolated, and exposed workers to falls into dangerous equipment.

"Every employer is legally obligated to provide their workers with a safe and healthful workplace," Perkins added. "The U.S. Department of Labor will hold those who do not accountable as the law permits."

The Bureau of Labor Statistics reports that in 2018, 58 percent of amputations involved some type of machinery.

The company has 15 business days from receipt of its citations and penalties to comply, request an informal conference with OSHA's area director, or contest the findings before the independent Occupational Safety and Health Review Commission.

Learn about [controlling hazardous energy](#) and [proper machine guarding](#).

The Cost of Injuries

OSHA's Safety Pays Program can help you estimate the immediate and long-term costs that worker injuries have on lost profits and increased workers' compensation insurance premiums.

The [Safety Pays Program](#) raises awareness of how occupational injuries and illnesses can impact a company's profitability. The program features multiple tools to help employers estimate costs from workplace injuries.

The [Safety Pays Tool](#) uses data collected from thousands of workplaces to provide businesses with the opportunity to compare their workplace safety record with their industry peers.

The [Individual Injury Estimator](#) focuses on how much a specific injury could cost a business.

Through these tools and related resources, the Safety Pays Program demonstrates the value of implementing workplace safety and health practices that keep employees safe while lowering costs due to work-related injuries and illnesses.



CONSTRUCTION SUICIDE PREVENTION WEEK

SAVE THE DATE: SEPT. 5-9, 2022

One of your most important Health and Safety concerns needs to be Taking Care of Ourselves.

If you're in crisis, there are options available to help you cope.

Get help now!

If you're having trouble coping with work-related stress, talk with someone who can help.

- Call the National Suicide Prevention Lifeline at 1-800-273-8255 for confidential support available 24/7 in the United States
- Para español 1-888-628-9454
- [Online chat](#)
- [988 Suicide & Crisis LIFELINE](#)



Is Work-Related Stress Recordable as a Mental Illness Case?

Mental illnesses, such as depression or anxiety disorder, that have work-related stress as a contributing factor, are recordable if the employee voluntarily provides the employer with an opinion from a physician or other licensed health care professional with appropriate training and experience (*psychiatrist, psychologist, psychiatric nurse practitioner, etc.*) stating that the employee has a mental illness that is work-related, and the case meets one or more of the general recording criteria.

See sections [1904.5\(b\)\(2\)\(ix\)](#) and [1904.7](#).

Suicide Prevention 5 Things You Should Know



Suicide is a leading cause of death among working-age adults in the United States. It deeply impacts workers, families, and communities. Fortunately, like other workplace fatalities, suicides can be prevented. Below are 5 things to know about preventing suicide.

- 1 BE AWARE**
- 2 PAY ATTENTION**
- 3 REACH OUT**
- 4 TAKE ACTION**
- 5 LEARN MORE**

Everyone can help prevent suicide. Mental health and suicide can be difficult to talk about—especially with work colleagues—but your actions can make a difference. When you work closely with others, you may sense when something is wrong.



Know the warning signs of suicide. There is no single cause for suicide but there are warning signs. Changes in behavior, mood, or even what they say may signal someone is at risk. Take these signs seriously. It could save a life.



Ask "Are you okay?" If you are concerned about a coworker, talk with them privately, and listen without judgment. Encourage them to reach out to your Employee Assistance Program (EAP), the human resources (HR) department, or a mental health professional.



If someone is in crisis, stay with them and get help. If you believe a coworker is at immediate risk of suicide, stay with them until you can get further help. Contact emergency services or the National Suicide Prevention Lifeline.



Suicide prevention resources are available.

- Call the National Suicide Prevention Lifeline at 1-800-273-TALK (8255), or text "TALK" to 741741.
- Visit the American Foundation for Suicide Prevention (www.afsp.org) to learn more about suicide risk factors, warning signs, and what you can do to help prevent suicide.



OSHA Occupational Safety and Health Administration
 1-800-321-OSHA (6742)
 TTY 1-877-889-5627
osha.gov/preventing-suicides

OSHA Occupational Safety and Health Administration
 1-800-321-OSHA (6742)
 TTY 1-877-889-5627
osha.gov/preventing-suicides

OSHA Occupational Safety and Health Administration
 1-800-321-OSHA (6742)
 TTY 1-877-889-5627
osha.gov/preventing-suicides

Education Needed in Hard Hat, Helmet Use to Prevent Concussions

A Nielsen survey revealed many who need hard hats and helmets for safety don't realize the gear helps prevent concussions.

Americans across the board need more education into the prevention of concussions, especially how hard hats and helmets can help prevent such injuries. Consumer-survey company Nielsen was commissioned by Mips, a helmet safety technology company, to conduct the survey. Roughly 1,000 people in the United States were surveyed, all of whom had bought a helmet during the past three years or plan to buy one in the next six months for the following uses: cycling, rock climbing, horse riding, motorcycling, skiing, snowboarding, team sports and/or safety equipment.



According to the Centers for Disease Control and Prevention (CDC), there were 64,362 traumatic brain injuries (TBI)-related deaths in 2020 and 223,135 TBI-related hospitalizations in 2019, which is more than 611 TBI-related hospitalizations and 176 TBI-related deaths per day. In 2020, the CDC also reported that 7% of U.S. children suffered a TBI, and that each year in the U.S., about 3.8 million concussions occur from sports-related injuries.

The survey reported, among the most significant findings of the survey is that 70% of American helmet buyers were unaware of the term "rotational motion." Lack of understanding of rotational motion, a key contributor to TBIs, appears to correlate with Americans' helmet purchasing decisions; 7 out of 10 American helmet buyers did not consider at all how well the helmet protects against rotational motion when buying a helmet.

Rotational motion is a common cause for concussions and more severe brain injuries in oblique hits to the head. In most instances when people fall while moving and hit their head, they don't hit their head in a straight, 90-degree angle toward the surface. Instead, people often fall and hit their head at an angle, similar to how a tennis ball makes contact with the ground after being hit with a racket. When someone's head hits something at an angle, it typically exposes your head to rotational motion, which studies have shown, can be more dangerous than linear motion.

Pioneer studies from the mid-20th century have shown that rotational motion is a key component in some traumatic brain injuries such as concussions and diffuse axonal injury. The rotational motion causes shearing of the brain tissue, which can cause traumatic brain injuries. After these pioneering studies, more recent studies have supported the prevalence of rotational motion in diffuse traumatic brain injuries. Despite this evidence, today there are only two helmet testing standards that account for rotational motion (FIM and ECE22.06), both of which pertain only to motorcycle helmets in the EU.

The survey also found that about 40% of American helmet buyers have suffered a concussion in the past, 60% of which were not wearing a helmet at the time of the concussion. Additionally, comfort and fit are the most important criteria that Americans consider when purchasing a helmet, followed by perceived protection against head injuries, meeting specific safety regulations, and price.

"Around the world, traumatic brain injuries (TBI) are often poorly understood," said Peter Halldin, co-founder of Mips. "Improving safety and help increase education around TBIs – there is nothing more important to us than that. Think of a parent for example, when buying a helmet for their child, or you buying a helmet for yourself or a loved one. If people aren't equipped with relevant information, how can they make informed decisions?"

Did You Know?

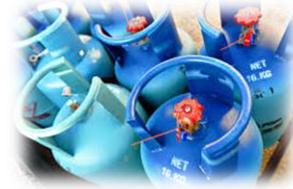
Employers cannot retaliate against workers for exercising their rights to a safe and healthful workplace. OSHA enforces whistleblower provisions of 25 statutes protecting employees who report violations of workplace safety and other laws. To learn more, visit whistleblowers.gov.



¿Sabías?

Los empleadores no pueden tomar represalias contra los trabajadores por ejercer sus derechos a un lugar de trabajo seguro y saludable. OSHA hace cumplir las disposiciones de 25 leyes que protegen a los empleados que denuncian violaciones de la seguridad en el trabajo y otras leyes. Para saber más, visite whistleblowers.gov.

6 Propane Jobsite Safety Tips



With any fuel or construction material, following code and standards and the manufacturers' instructions is job No. 1 in keeping workers safe and productive.

Propane is found on jobsites year round, keeping construction workers safe, warm and powering equipment. With any fuel or construction material, following code and standards and the manufacturers' instructions is job No. 1 in keeping workers safe and productive.

Local propane suppliers help crews pick the right tank for each application and correctly size, place its use. Construction sites are busy places, always changing and construction professionals need to understand safety.

1. Proper Container Placement

Smaller Department of Transportation (DOT) stationary propane cylinders must be installed 10 feet away from ignition sources and air intakes. Above ground American Society of Mechanical Engineers (ASME) stationary tanks between 125 and 500 gallons water capacity must be installed at least 25 feet from property lines and kept at least 10 feet from ignition sources (such as smoking, sparks and open flames), combustible materials (such as lumber and drywall), building vents or air intake points.

As a project evolves, propane containers may need to be moved to maintain these distances. Check with a local propane supplier before moving stationary ASME tanks around a site or development. The local authority having jurisdiction (AHJ), general contractor, or propane supplier may have additional requirements as to where the container can be placed and if it must be secured. Refer to **NFPA 58** for more information on proper container placement.

2. Preventing Tank Damage

Busy construction sites are full of opportunities for dents and other damage to occur on containers of all sizes, especially portable propane cylinders. If an employee notices a dent in a propane container, they should turn off the supply and contact their local propane supplier, who can thoroughly inspect and replace the tank if needed.

To lower the risk of damage and ensure continued safe use, store portable propane cylinders and ASME tanks upright on a flat, stable, and fireproof base. Portable cylinders and tanks may need to be secured with an anchoring system. Crews can also fence off the area around their tanks to reduce the risk of damage from regular site activity or tampering. Cylinders should have caps and collars as well.

3. Using Propane Heaters Indoors

Propane heaters, like any type of fuel supplied heaters, have requirements for adequate ventilation and air to supply the heater. If the manufacturers' recommendations are not followed, the heater can operate incorrectly or the products of combustion can build up in enclosed areas, producing carbon monoxide (CO), a harmful or potentially deadly gas. Propane heaters should also be kept away from combustibles according to manufacturer's recommendations.

There are several code requirements designed to avoid propane cylinder container damage and relief valves from activating. These requirements may include:

- *Place heaters at least 6 feet from any propane cylinder.*
- *If more than one cylinder mounted heater is used on the same level of a project, they should be separated by at least 20 feet.*
- *Do not point a blower or radiant heater toward a cylinder that's within 20 feet of the heater.*
- *Cylinders manifolded together to supply a single heater should not exceed 735 pounds water capacity (300-lb. propane capacity).*
- *Only propane containers under 245 pounds water capacity (100-lb. propane capacity) should be used indoors.*

Always refer to building code for more information on safely handling, using, and storing propane containers for temporary heat in buildings under construction, small propane cylinders should be removed from buildings when not in use and it is always a good practice to have a centralized storage point for cylinders where they are protected from being damaged by equipment and vehicles.

4. Protecting Tanks During Storms

Construction crews should have a checklist ready to be prepared for bad weather on a jobsite. Propane containers need to be secured or removed from the site during storms, with the assistance of a propane supplier. Additionally, remove materials and equipment that could fall on and damage a propane container.

5. Spotting, Handling Leaks

It's important to make sure everyone on site—even those who aren't working directly with propane—are familiar with propane safety procedures and what to do in the event of a leak.

Propane is naturally odorless and nontoxic, so a chemical odorant is added to help detect leaks. If employees get a whiff of rotten eggs or a strong sent like a skunk's spray, there may be a propane leak. If a leak is found, the propane tank(s) should be turned off, everyone should be kept away from the area affected by the leak, and the propane supplier should be called.

6. Carbon Monoxide Protection

Construction professionals need to be aware of potential carbon monoxide issues when using any internal combustion engine-powered equipment in an enclosed space. They should ensure the equipment is designed for indoor use, and make sure to have proper ventilation.

According to the Centers for Disease Control and Prevention, more than 400 workers die every year from unintentional CO poisoning and more than 4,000 others are hospitalized. The Occupational Safety and Health Administration (OSHA) notes that one of the most common sources of CO exposure in the workplace is the internal combustion engine.

Fortunately, propane can offer a safe alternative to gasoline- and diesel-powered small-engine jobsite applications that are often the culprit to employees getting sick. In fact, propane small-engine applications can reduce CO emissions by up to 50% compared with gasoline models, according to data from PERC.

Best Practices for Chainsaw Safety



Following best practices for chainsaw safety is essential for keeping your team members safe. Using a chainsaw has inherent risks. However, when people know how to operate a chainsaw safely, their productivity will rise, and you'll reduce the potential for injury. Here are some vital tips for safe chainsaw usage.

1. Schedule time for chainsaw safety training

Some people think if you can **turn on a chainsaw**, you can use it **safely**. There's a **lot more** employees **must know** to be **safe chainsaw operators**. Safety managers **may also even** discover issues with how **someone tries** to start a **chainsaw**.

Drop starting is a common but **unsafe method** of doing it that involves **gripping the piece of** equipment in **one hand** and letting it **fall so that gravity** helps pull the **cord**. The safer options are to **start the chainsaw** either on the ground or **between the operator's legs**.

Jason Wilk, a **product manager** at ECHO Chainsaws, explained that the **power source a chainsaw** requires **does not reduce** the need for **user education**. "Even if it is a **battery chainsaw**, you still **require the same amount** of training and **protective gear** as if you were **running a gas chainsaw**," he said.

Wilk also **discussed the safety** consequences that **can occur due to** improper training. He said, "**Training is often** overlooked by **employers since most workers** can pick up a **chainsaw**, start it and **start cutting some wood**. They're designed to be used in a **very specific type** of application, and if **you're not exactly trained** on how to **hold that saw** and where to **position it into** the cut or how to **approach the cut**, those are all **things that can lead** to unsafe **operating conditions**."

It's ideal if people **receiving the training** to operate a **chainsaw** have time to **practice away from** their worksites. Then, it'll be **easier for them** to ask questions and **become more comfortable**. However, practicing on a **real tree or bush** is not always **possible**. That's why **some companies** have **employees train** with **virtual reality chainsaw simulators**.

2. Understand how to avoid kickback

Statistics indicate that about **36,000 people** in the United States **receive treatment** for **chainsaw-related injuries** each year. Some of those incidents **involve chainsaw kickback**. It happens due to a **buildup of pressure** in the **equipment** when the **chainsaw cannot sufficiently** cut into a **material**. Kickback causes the **chainsaw to jerk** backward, and that **sudden movement** can cause the **operator to lose control**.

One of the **most straightforward** ways to **prevent kickback** is never to use the **chainsaw bar's tip** to cut anything. That area is **often called** the **kickback zone**. Operators should **remain aware** of the **bar tip's position** while cutting. Don't let it **rest on the ground** during the **moments** when you are **not actively slicing** through material.

People **must also ensure** they have **firm footing** and are **standing to the side** of the **cutting path**. When **kickback happens**, the face and **top of the head** are the **body parts** most at **risk of injury**.

Making sure the **chain is sharp enough** before starting to **use the saw** is also essential. **If it's dull**, there's a **higher likelihood** of the chain being **unable to cut through** the material, **causing kickback**.

Finally, people with **purchasing authority** at companies that **regularly require people** to use chainsaws **should research** the **latest models** on the market. **Specifically**, many have **numerous chainsaw safety features**, such as **low-kickback chains** and **safety covers** that go **over the kickback zone**.

3. Don't operate a chainsaw without the appropriate protective gear

Having the **right personal protective equipment (PPE)** can make the **difference between chainsaw safety** and **dangerous mishaps**. A good starting **point is to determine** the risks associated with the **particular reasons** why a person uses a **chainsaw**.

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 workers by setting and enforcing standards, and providing training, education and assistance.

Experts recognize the variety of potential hazards associated with the activity. They recommend, among other things, that individuals wear vibration-dampening gloves and steel-toed boots while operating chainsaws. Doing those things supports chainsaw safety regardless of whether a user cuts down a Christmas tree or engages in another activity.

A hard hat is also an important piece of gear, particularly since it can protect the wearer from falling branches or other debris. Safety managers should teach employees how to inspect their hard hats for signs of malfunction or excessive wear, then make sure those workers understand the proper procedure for reporting those issues.

Chainsaws can cause hearing damage, especially if people use them for prolonged periods without protecting their ears. Earplugs or muffs are both acceptable. When users operate a chainsaw, they should also know that the type of chainsaw used, and even how they hold the equipment, can impact the overall noise level. Even so, the safest thing to do is wear hearing protection for every chainsaw-related task.

How do chainsaw chaps work?

One expert also recommends wearing cut-resistant chaps for leg protection when working with chainsaws. He discussed the materials used in specialty chaps for chainsaw users, saying, "Chainsaw safety chaps are composed of a rough exterior layer and an interior layer composed of long strands of nylon, polyester, Avertic or Kevlar that extend the length of the chap."

He continued by saying, "When a moving chain comes into contact with the chaps, it easily cuts the exterior layer while the inner strands pull out and tangle the drive sprocket." The inner strands cause the chainsaw to jam once they get tangled up in it. The chain rotates around the bar at nearly 90 feet per second, so it only takes milliseconds for the threads to disable the equipment.

However, people should check that their chaps fit securely on their bodies before starting to use chainsaws. Otherwise, this beneficial type of gear may not function as intended.

Chainsaw safety requires a thorough approach

Staying safe while using a chainsaw requires having forethought at every stage of the process. Before someone attempts to operate a chainsaw, they should verify that the chain is sharp enough to sufficiently cut through the desired material.

They must also understand how to choose the right saw for the job and take the time to read the user's manual associated with a particular model. Then, after using the chainsaw, they should check for pieces of debris stuck in any component, including the air intake vent.

Safety managers and similar professionals can encourage and support people in upholding safe chainsaw practices. Then, the likelihood of accidents and injuries decreases.

**LET MJS Legacy Safety BE
YOUR ONE STOP SHOP FOR
TRAINING.**

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

Questions?

CALL US!!

WE'RE HERE TO HELP!

Reminder - Revised Federal Drug Testing Custody and Control Form Mandatory



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

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

DOT Implements Annual Regs Violation Penalty Increases

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

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

Inspectors Place More Than 1,200 Commercial Motor Vehicles with Brake Violations Out of Service During CVSA's Unannounced Brake Safety Day



On April 27, 46 jurisdictions in Canada and the U.S. removed 1,290 commercial motor vehicles with brake-related critical vehicle inspection item violations from Canadian and American roadways. That's 14.1% of the 9,132 commercial motor vehicles inspected that day.

This unannounced one-day inspection and enforcement initiative, conducted by members of the **Commercial Vehicle Safety Alliance (CVSA)**, focuses specifically on the brake systems and components on commercial motor vehicles. On **Brake Safety Day**, CVSA-certified inspectors conduct their usual commercial motor vehicle inspections; however, in addition, for this initiative, they also reported brake-related data to the **Alliance**.

- *Forty-six jurisdictions participated.*
- *A total of 9,132 inspections were conducted.*
- *Of the total number of inspections conducted, 1,290 vehicles were placed out of service.*
- *The brake-related out-of-service rate was 14.1%.*

Table 1: Brake-related out-of-service (OOS) percentages and numbers

Country	# of Participating Jurisdictions	# of Inspections	# Brake-Related OOS	% Brake-Related OOS
Canada	6	382	62	16.2%
U.S.	40	8,750	1,228	14.0%
Combined	46	9,132	1,290	14.1%

In addition, inspectors compiled and reported brake hose/tubing violation statistics, which was the focus area for this year's **Brake Safety Day**. There were 1,534 brake hose/tubing violations. **CVSA** asked inspectors to submit data on four categories of brake hose/tubing chafing violations:

- A **Category 1** violation is when the wear extends into the outer protective material. Thirty-two percent of brake hose/tubing chafing violations were identified as this category. A **Category 1** violation is not an out-of-service condition.

- **Category 2** is when wear extends through the outer protective material into the outer rubber cover. This is not an out-of-service violation. The largest category, 37% of brake hose/tubing chafing violations were Category 2.
- In **Category 3**, wear has made the reinforcement ply visible, but the ply remains intact. Thirteen percent of brake hose/tubing chafing violations were identified as Category 3, which is not an out-of-service violation.
- In **Category 4**, chafing has caused any part of the fabric/steel braid reinforcement ply to be frayed, severed or cut through. **This is an out-of-service-condition.** Eighteen percent of brake hose/tubing chafing violations were Category 4.

On April 1, CVSA updated the North American Standard Out-of-Service Criteria to amend Category 4 to make any tubing/hose damage resulting in the fabric/steel braid reinforcement ply being frayed, damaged or cut an out-of-service violation.

Compared to last year, the new category 4 brake hose/tubing chafing violations, as a portion of total brake hose/tubing chafing violations, increased modestly from 17% to 18%, even when accounting for what amounts to combining of categories 4 and 5 from 2021.

Table 2: Percentage of brake/hose chafing violations

Description	OOS	U.S.	Canada	North America
Category 1	No	32%	25%	32%
Category 2	No	37%	36%	37%
Category 3	No	13%	10%	13%
Category 4	Yes	17%	28%	18%

Table 3: Number of brake/hose chafing violations

Country	Category 1	Category 2	Category 3	Category 4	Total
Canada	25	36	10	28	99
U.S.	465	528	193	249	1,435
Combined	490	564	203	277	1,534

In addition, CVSA member jurisdictions equipped with **performance-based brake testers (PBBTs)** participated in Brake Safety Day activities, conducting 92 inspections with PBBTs, resulting in six, or 6.5%, commercial motor vehicles being placed out of service for insufficient overall vehicle braking efficiency.

CVSA conducts two major brake-safety inspection and enforcement initiatives each year. One is this initiative, a one-day unannounced brake-safety campaign. CVSA does not provide advance notice or warning for Brake Safety Day. The other campaign, **Brake Safety Week**, is publicly announced well in advance and lasts for a week. This year's **Brake Safety Week** is scheduled for Aug. 21-27.

Brake Safety Day and **Brake Safety Week** are part of CVSA's **Operation Airbrake** program in partnership with the U.S. Federal Motor Carrier Safety Administration, the Canadian Council of Motor Transport Administrators, and Mexico's Ministry of Communications and the National Guard. **Operation Airbrake** is a comprehensive program dedicated to improving commercial motor vehicle brake safety throughout North America. The goal is to reduce the number of highway crashes caused by faulty braking systems on commercial motor vehicles by conducting roadside inspections and educating drivers, mechanics, owner-operators and others on the importance of proper brake inspection, maintenance and operation.

Brake Safety Week Is Aug. 21-27

The **Commercial Vehicle Safety Alliance** (CVSA) has announced **Aug. 21-27** as the dates for this year's **Brake Safety Week**. **Brake Safety Week** is an annual commercial motor vehicle **brake-safety inspection**, enforcement and education initiative conducted by law enforcement jurisdictions in Canada, Mexico and the U.S. During **Brake Safety Week**, inspectors will **conduct** their usual **North American Standard Level I and V Inspections** and capture and **report brake-related data to CVSA**. The results will be **released in the fall**.

Brake-related violations comprise the **largest percentage** of all **out-of-service vehicle** violations cited during **roadside inspections**, and according to **last year's three-day International Roadcheck** data, **brake systems** and **brake adjustment** violations accounted for **38.9%** of all **vehicle out-of-service** violations, the most of **any category** of vehicle violations.

To address this, **CVSA's Brake Safety Week** seeks to:

- *Identify and remove commercial motor vehicles with critical vehicle inspection violation items identified in the [North American Standard Out-of-Service Criteria](#) from roadways.*
- *Conduct inspections and identify and acknowledge commercial motor vehicles that do not have critical vehicle inspection violations by affixing those vehicles with a **CVSA** decal.*
- *Encourage proactive vehicle maintenance in advance of the week.*
- *Highlight the hard work and commitment to safety by inspectors, drivers and motor carriers.*
- *Remind drivers and motor carriers about the importance of proper brake maintenance and vehicle pre-trip and post-trip inspections.*
- *Provide an opportunity for outreach and educational brake-safety efforts by inspectors.*

During the brake portion of a [vehicle inspection](#), inspectors will look for missing, **non-functioning**, loose, **contaminated** or cracked **parts** on the brake system, and **non-manufactured holes** (*such as rust holes and holes created by rubbing or friction*) and **broken springs** in the spring brake housing section of the **parking brake**. They will **listen** for audible **air leaks** around **brake components** and lines, and **ensure** the air system maintains air pressure between **90-100 psi** (620-690 kPa).

Inspectors will also check for **S-cam flip-over** and **measure pushrod travel**. They will **check** that **slack adjusters** are the **same length** (*from center of S-cam to center of clevis pin*) and the **air chambers** on each axle are the **same size**. They will also **inspect required brake-system** warning devices, such as **ABS malfunction lamp(s)** and **low air-pressure** warning devices. In **addition**, inspectors will ensure the **breakaway system** is operable on the **trailer**, and inspect the **tractor protection** system, including the **bleed-back system** on the trailer.

In addition to **reporting total inspections** and **brake-related out-of-service violations**, inspectors will also **capture** and **provide data** on brake **hose/tubing chafing** violations – the [focus area](#) for this year's **Brake Safety Week**.

"Poorly maintained brake systems can reduce the **braking capacity** and **stopping distance** of large **trucks** and motorcoaches, **which poses a serious risk** to driver and **public safety**," said **CVSA** President Capt. John Broers with the South Dakota Highway Patrol. "In those **split-second emergency** situations, the **proper functionality** of the **brake systems** on large commercial motor vehicles is **crucial**."

House Transportation Committee Passes Truck Parking Legislation

The **U.S. House Committee on Transportation and Infrastructure** recently passed a bill that would allocate **\$755 million** for state and **local truck parking** projects.

The [Truck Parking Safety Improvement Act](#) (*pdf*) would **authorize the creation** of a **competitive grant** program for **states** to spend **\$755 million** over a **four-year period** on **new truck parking projects**, including **capacity expansion** and **enhancements** like lighting, **restrooms** and other **security features**.

Now that the **bill has cleared** the committee, it will **go to the full House**, where if it passes, it **would then** move to the **Senate** for a vote before **going to** President Biden's desk for a **signature**.

In an **instance of somewhat rare agreement**, the **Owner-Operator Independent Drivers Association** and the **American Trucking Associations** both praised the **House committee** for **advancing the bill**.

Todd Spencer, President and CEO of **OOIDA**, said it's a **major step forward** but that there is **still plenty of work** to do. "We thank all the **House lawmakers** from **both parties** who have **worked together** on this and hope that the **U.S. Senate** will **follow** their lead by **stepping up** to address **American truckers' top safety concern**."

ATA President and CEO Chris Spear echoed **Spencer's comments**.

"The **lack of safe** and **accessible truck parking** is an issue that **causes serious concern** for our industry," Spear said. "**Without it**, drivers **waste hours** looking for **secure places** to park for **an hour** or for **the night**, hurting their **ability to rest** and adding **undue stress** to their **days**."

From all of us at
MJS Legacy
Safety...
Be safe out
there!!

Surge in Highway Law Enforcement Activities During CVSA's Operation Safe Driver Program

July 10-16 was Operation Safe Driver Week

Operation Safe Driver Week is a **safe-driving awareness** and **outreach initiative** aimed at **improving driving behaviors** of passenger and **commercial motor vehicle drivers**. The **Commercial Vehicle Safety Alliance (CVSA)** works with the **Federal Motor Carrier Safety Administration (FMCSA)** during the week to promote **traffic law** and **safety belt enforcement**, operating **safely around commercial vehicles**, **roadside inspections**, **regulatory compliance**, and **commercial driver education**.

ATA's Law Enforcement Advisory Board stresses that **unsafe driving behaviors** are our **most pressing highway safety issue**. The **CVSA operation** saw an **increased law enforcement presence** on the highways—but this was **not just a law enforcement event**. *It is also an opportunity for increased awareness and focused education on crash causation.*

Equipping Drivers in Support of Safety

The **FMCSA's** most recent **Large Truck and Bus Crash Facts** report found that the **number of crashes involving large trucks** – particularly **Class 7 and 8 vehicles** – continued to **climb in 2019**, the **most recent year for available statistics**. That year, there were **more than a half-million crashes involving large trucks**, and more than **134,000** of them involved trucks with a **gross vehicle weight rating (GVWR)** over **26,000 pounds**.

A **fully loaded combination vehicle** can weigh **20-30 times more** than a car, resulting in **greater impact force** when a **collision occurs**. Avoiding these **types of crashes** in the first place **is what will help** deliver reductions in **fatalities**, **injuries**, and **property damage**. Along with **safe driving practices**, technologies like **forward collision mitigation** are proven to help **safe drivers mitigate truck front-leading crashes**, and **blind spot technologies** can help **mitigate sideswipe incidents**.

Even with **systems like electronic stability control** being **mandated** and **truck manufacturers** making **collision mitigation standard**, it can **take years** or even **decades** before **most of the vehicles** on the road are equipped with **safety technologies**. And that's why **we still need to focus** our industry's **safety efforts** on supporting **drivers and their skills** – along with their **understanding** of what technologies **can and can't do** to **help them on the road**.

Safety technologies **complement safe driving practices**. **No commercial vehicle safety technology** replaces a **skilled, alert driver exercising safe driving techniques** and **proactive, comprehensive driver training**. Responsibility for the **safe operation** of the vehicle **remains with the driver** at all times.

Keeping Everyone Rolling Safely

Supporting **driver safety** also means **working hand-in-hand with fleets** on training and **educational programs** for both **drivers** and the **technicians responsible** for keeping trucks in **safe operating condition**. Regular **vehicle maintenance** by **properly trained professionals** is **vital** to maximizing **highway safety**.

For example, did you know that according to NHTSA:

- *Almost 43,000 people died in motor vehicle traffic crashes last year, (10.5% increase from 2020) and fatalities in crashes involving at least one large truck are up 13%.*
- *Speeding has been a factor in more than a quarter of crash deaths since 2008, and between 2019 and 2020, speed-related fatalities increased 17%.*
- *Distracted driving claimed 3,142 lives in 2019.*

Professional drivers know the **single most important factor** in arriving **home safely** is to **embrace the rules** of the road. With **118 people dying** on our roads **every single day**, far too many **people have experienced** the heartbreak of **losing a loved one**. **Operation Safe Driver** provides an **opportunity for drivers, carriers and the public to refocus** on **prioritizing being a safe driver**.

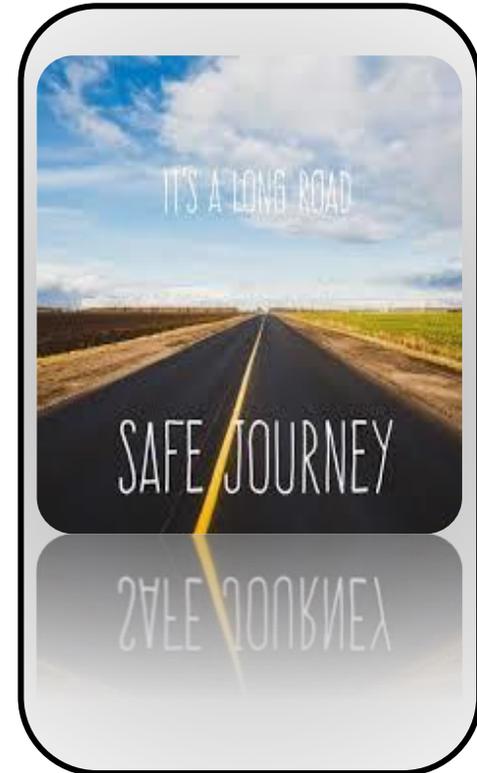
To this end, LEAB offers the following recommendations to all drivers:

- 1. Set your cruise.** *Let technology ensure extra enforcement is not paying attention to you. Know the speed limits and abide by them.*
- 2. Plan ahead.** *Consider potential traffic, highway constructions and weather to ensure you leave enough time to get where you're going without needing to speed.*
- 3. Limit distractions.** *Make sure driving is your primary focus, not your phone, food or drinks.*
- 4. Plan stops** *where you can check and respond to messages, eat and stretch. A quick stop will help keep you alert.*

...And for fleets:

- 1. Share safety Messages.** *Send daily safety messages that emphasize safe speeds, no distractions and fatigue management.*
- 2. Invest in training and technology.** *Prioritize safety training and invest in safety systems that monitor and control speed, fatigue and distractions.*
- 3. Give acknowledgement.** *Find creative ways to incentivize and recognize safe drivers and foster a culture of safety in your fleet.*

Saving lives on our roadways improves with **safety efforts** like **Operation Safe Driver**. However, in a broader context, as a **nation we need** to invest more heavily in **highly visible efforts** to change the **culture around unsafe and distracted driving behaviors**, including public education, **community engagement**, youth interaction and **enforcement**.



Using **Operation Safe Driver Week** as a catalyst for change to make a difference and save lives, why not make **EVERYDAY** an **Operation Safe Driver** event.....24/7, 365 days a year.

ATA Launches New Program to Highlight the Contributions of Women to Trucking, Attract More to the Industry



Women in Motion will address critical issues including truck parking, diversity

On July 15th the **American Trucking Associations** announced it is launching **Women in Motion**, a new program designed to elevate and highlight the contributions of women to the **trucking industry**, encourage **more women** to consider a **career in trucking**, and address **important issues** within the **policy arena** that **specifically impact women**.

“The **trucking industry** relies on **women** – whether in the **boardroom**, as a technician, or **behind the wheel** – and we **believe that** by highlighting the **many contributions** the women **already in trucking** make, we can **demonstrate** what a **rewarding** and lucrative **career path** it can be for **millions of others**,” said **ATA President and CEO Chris Spear**. “The name **Women in Motion** is an **apt description** of our **industry**, and I’m pleased that **ATA** is **recognizing** these **individuals** who are **critical to our industry**, and looking for **solutions** to **make their jobs** even more **gratifying** and **more secure**.”

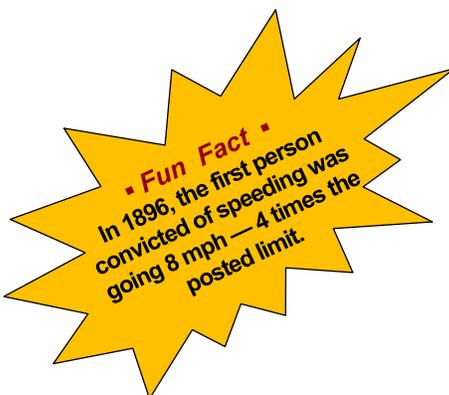
“As a **woman in this industry**, I know **firsthand** that while **trucking can be a tough job** – it is a **rewarding** and **important one**,” said **Cari Baylor, President, Baylor Trucking**. “I’m glad to see **ATA** launching this **new initiative** to celebrate the **contributions** of the **many women** in our industry and **advocate for issues** such as **safe truck parking** that our **industry deserves**.”

The **Women in Motion** program will **focus on** the **core issues** women face on the road and in the **industry**. Working with **coalition partners**, **policymakers**, and **business leaders**, **Women in Motion** will work to **provide a more secure** work environment for **women** in the industry, **including advocating** for issues like **safer truck parking**, as well as **increased diversity in trucking**. The program will **also provide** support and **development** opportunities for **women** in the **trucking industry**, as well as promoting the **industry as a career path** to women across the **country**.

The **Women in Motion** Steering Committee and **Speakers Bureau** can be found on the website: www.trucking.org/women-in-motion. The site also features research and **tools that women** can use to **promote and educate** others about **opportunities within** the industry. A **new role** within the **ATA** will oversee the **day-to-day management** of the program.

Today, **nearly eight percent** of **professional drivers** are women, an **all-time high**, but still **lagging behind** the **national average** for workforce **participation for women**. Similarly, just **four percent** of all **diesel technicians** are women – well **below the national average**. **Women in Motion** will **help the industry** reach this **untapped and underutilized segment** of the population, **highlighting** the importance of and **opportunities** in trucking.

“I’m **proud** to be a **professional truck driver**, but also **proud to be a woman** behind the **wheel**,” said **Rhonda Hartman, professional truck driver, Old Dominion Freight Line**. “This has **been a great job**—with **great pay** and **benefits** — and **one that I truly believe** more women should consider.”



5 Steps to Take After a Construction Company Vehicle Crash



Construction company owners can take some of the stress out of auto accidents by defining a set of steps that employees should take following an incident and ensuring that everyone understands those actions.

Car accidents are stressful events. Even minor fender benders can rattle seasoned drivers. Suddenly, you're the center of attention, and bystanders, responding police officers and others are looking at you—even if you weren't at fault. And when you are involved in an accident in a company vehicle, the pressure can feel even more intense.

However, it's important that you respond correctly to a crisis—large or small—since how you react can affect the post-incident repercussions. Construction company owners can take some of the stress out of auto accidents by defining a set of steps that employees should take following an incident and ensuring that everyone understands those actions.

Vicarious Liability: An Important Concept

The laws regarding company vehicle accidents vary from state to state. But certain core principles tend to be common to most or all locations. One of the most important is the concept of vicarious liability. It means that the construction company that owns or leases and insures a vehicle is typically responsible for the results of an accident rather than the employee who is driving the vehicle.

Businesses should explain this concept to any employee who they authorize to operate a company vehicle. They should make it very clear that the employee's actions can create liability, lawsuits and legal expenses for the company.

Certain conditions apply, of course. For example, the driver must not be operating the vehicle intentionally recklessly or using it while committing a crime. But generally speaking, construction businesses are responsible for the actions of employees who are driving company vehicles. So, employees must understand vicarious liability.

Employers are placing a great deal of trust in employees when they authorize them to drive a company vehicle. Consequently, it's vital that they operate those vehicles safely and know how to respond appropriately in the event of an accident.

Actions to Take After Company Car Accidents

If an employee is involved in an accident in a company vehicle, they should take these five steps:

- 1. Ensure their safety.** *Your employee should take steps to ensure they aren't at risk of injury, such as moving a safe distance from the vehicle(s) involved in the accident if appropriate.*
- 2. Call the police or 911.** *If a minor accident occurs, drivers should call a non-emergency police line to report the incident. If the accident involves injuries, significant vehicle damage, or a location that poses a danger to those involved or others on the road, the driver should call 911 and request emergency assistance.*
- 3. Record basic facts about the accident.** *Your employee should take down information about the accident, including the date, time and location. They shouldn't assume that they'll remember these facts since the stress of an accident can impair a person's ability to recall even basic information. The employee should also note the license plate numbers of all vehicles involved and the driver's license numbers and insurance information of the other driver(s).*
- 4. Document the accident scene.** *The specifics of an accident are important to authorities, insurance companies and others as they make determinations about liability. The responding police officers will document the scene. However, if your employee can do so safely and without violating any local traffic laws, it can be helpful to take photos of the damage to vehicles, skid marks on the road, property damage (signposts, landscaping, etc.), traffic control measures like traffic lights or stop signs and anything else about the scene that might be relevant.*
- 5. Contact the designated person at your company.** *At a small construction company, an employee who is involved in an accident will likely contact the business owner. Larger companies may have someone else designated as the contact—a person in the HR department, for example. Either way, that person should know what steps to take following an accident. These actions may include having someone pick the employee up, ensuring the person gets medical care if needed, arranging to have the vehicle towed if necessary, calling your insurance company to initiate a commercial auto insurance claim, etc.*

You should also instruct your employees to be cooperative with authorities and provide any requested information. Then, they should let the investigation take its course. There is no need for them to express an opinion about the cause of the accident or who was at fault.

Educating Employees to Minimize Liability

Construction companies that educate their employees about vehicle accidents minimize the risk of an incident and their associated liability. You should provide mandatory training for employees on safe driving practices and the accident response steps above.

You should also document your safety tips and expectations of employees who drive company vehicles. That way, they can refer back to that information as needed, and you can demonstrate your commitment to safe driving.

Other actions you can take to minimize the risk of vehicle accidents and liability include:

- *Purchasing vehicles with good safety features, such as lane assist, blind spot monitoring and automatic braking.*
- *Supplying safety equipment like hazard triangles, safety vests and safety hammers for escaping vehicles submerged in water.*
- *Staying current on preventative maintenance and repairs.*
- *Providing hands-on driver training for employees if needed—like if you ask them to operate a type of vehicle they haven't driven before.*
- *Making a rule that forbids texting while driving.*

Being Proactive Pays Off

The time and effort you put into training your employees, and assisting them if they're involved in an accident, pays off. It can prevent a minor incident from becoming a major headache.

The same is true of having adequate insurance protection for your owned or leased vehicles. It's typically mandatory to have a commercial auto policy. If you don't have coverage, you may face fines or other punishments and high out-of-pocket costs for repairs, legal defense, judgments, etc.

Well-protected construction companies with well-trained employees tend to recover from vehicle accidents quickly and can return their focus to the business.

When the Price of Diesel Goes Up, the Cost of Everything Else Follows

Peak travel season is upon us and gasoline prices continue to soar. Americans are rightfully concerned as the cost of filling up their tank keeps going up at the pump. And while most may not pay as much thought to the price of diesel, the reality is that number weighs even heavier on their pocketbooks.

Virtually every good you can think of travels by truck before it's in your reach. And today's trucks, by and large, run on diesel. The price of diesel is baked into the price of everything else, gasoline included.

Right now, motor carriers are getting slammed by nightmarish surges in the price of diesel. It's especially hard on smaller fleets, which don't operate at a scale to negotiate rates down or lock prices into a contract. These small businesses account for 97% of trucking companies in the U.S., running 20 trucks or fewer.

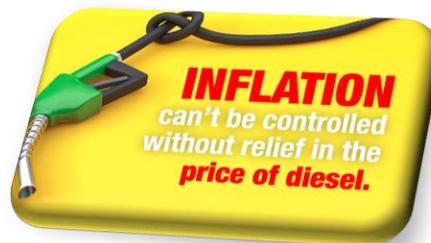
This is a problem, and not just for truckers. When the price of diesel goes up, the cost of everything else follows. Inflation can't be controlled without some relief in price of diesel, because all U.S. supply chains begin and end with our nation's truck fleet.

Fortunately, this is a solvable problem. Will Washington take actions that will help?

Will trucks always run on diesel? Of course not. While battery electric and hydrogen fuel cells are on the horizon, decarbonization of the freight sector cannot be realized overnight. Forcing it before it makes economic and technological sense will not accelerate its arrival but instead prolong it. A large tractor-trailer traveling 100,000 miles per year consumes as much electricity as 18 homes or 44 electric cars. There is simply not enough power on the grid to electrify America's future truck and car fleets, let alone the charging infrastructure.

That doesn't mean we aren't modernizing. The innovation spurred by our industry puts trucking at the cutting edge of vehicle emissions reduction. Over the last three decades, emissions from new trucks have been reduced by more than 98%. It would take 60 of today's clean diesel trucks to equal the emissions of one truck sold in 1988.

So, as we keep an eye toward the future, it's imperative that policymakers stay focused on the here-and-now. The energy crisis facing motorists and truckers today is compounding a supply chain crisis. The elevated price of diesel now threatens to slide our economy back into recession. We need to expand domestic energy production, and fast.



5 Tow Truck Workplace Safety Policies You Should Have at Your Business



The towing industry comes with its fair share of risks and dangers. As a tow truck operator, you know the road can be a scary place sometimes. However, there are ways that you can manage the risks that you and your drivers face. Having written workplace safety policies for your towing business is a great way to emphasize safety at your business and keep you and your drivers out of harm's way.

Here are 5 workplace safety policies you can consider implementing at your business.

1. Distracted driving.

Distracted driving has gotten a lot of attention lately, and for good reason:

It's Dangerous.

Reading or sending a text takes your attention off the road for about five seconds. Your tow truck (*traveling at 45 miles per hour*) can cover the length of a football field (*about 300 feet*) in that time. If you're looking down at your phone and not at the road, that's like driving across a football field blindfolded. Now that's a pretty scary thought.

It's important that your drivers understand that you're not going to tolerate any sneaky (*or not so sneaky*) handheld cell phone use behind the wheel. Make your policy crystal clear: texting and talking on the phone while driving **ARE NOT** allowed. This policy will help your drivers stay safe. It will also help you avoid accidents and save money on your tow truck insurance rates – an added bonus!

2. Speeding.

Okay, yes, it's true that towing is a high-pressure job. But that doesn't mean it's okay to be reckless.

Driving at the speed limit (*or a slower speed appropriate to poor weather conditions*) is really important because there are many reasons that speeding is dangerous. The faster you're going, the more severe an accident could be. Putting a policy in place that expects drivers to obey the speed limit will hopefully encourage safe driving.

(*And speeding tickets don't look that great when you get tow truck insurance. They can actually make your rates go up.*)

3. Following distance.

You can't stop a tow truck on a dime. Tow trucks are big, heavy vehicles, so they take a while to slow down and come to a halt. If you have a policy about maintaining a safe following distance, you'll raise awareness and keep the thought in your drivers' minds. If they keep plenty of room between them and the car in front of them, they'll have plenty of time to come to a safe stop (*without hitting anyone*) if there's a sudden slow-down in traffic.

Maintaining a safe following distance will help your drivers prevent rear-end collisions. And avoiding accidents, like we said, means avoiding claims...which will keep the insurance company happy.

4. Pre-trip vehicle inspections.

Having a procedure or protocol to keep track of pre-trip vehicle inspections can help you and your drivers communicate about the safety of your tow trucks. By doing pre-trip inspections, your drivers can catch any problems with the trucks that could lead to major safety hazards. You can outsmart your tow trucks and make repairs before the truck becomes unsafe. Your drivers can help you prevent accidents simply by ensuring that their truck is roadworthy before they hit the road. Make sure your drivers know what to check and what paperwork to fill out.

5. Seatbelts.

Seatbelts do a lot of cool things.

- They can prevent the driver from being thrown into (or through) the windshield if there's an accident.
- They take the force of the impact of the accident and distribute it over a wide, strong area of the body (the chest and hips.)
- They protect the driver's head, neck, and spine.

In short, **Seatbelts Save Lives**. You can encourage your drivers to buckle up by making one of your workplace safety policies a formal seatbelt policy. It will also help people understand why it's so important to wear a seatbelt.

The above are five workplace safety policies you can put in place at your tow truck business. Make sure that everyone gets a copy of the written policies and have them sign off that they've received and reviewed them. By having everything in writing, you can make your expectations very clear and keep your team safe.



DOL Designated July as Extreme Heat Month – COULD AUGUST AND SEPTEMBER REPEAT THE TREND?

Know the Warning Signs of Heat-Related Illness on Mining Sites

Extreme Heat Month

Mining is a tough job and many mine and mill workers are exposed to hot working conditions, especially during the summer months. Owners, operators and supervisors are responsible for keeping workers safe and understanding how to prevent heat illness and injury. MSHA has resources to help keep miners safe and healthy at hot work sites.

Find tips and resources at this [link](#)

June 20, 2022 Mine Fatality

[Accident Report](#) — [bulletin.pdf](#)

On June 20, 2022, a contract driller was working outside of his drill when he fell from the top of a highwall.

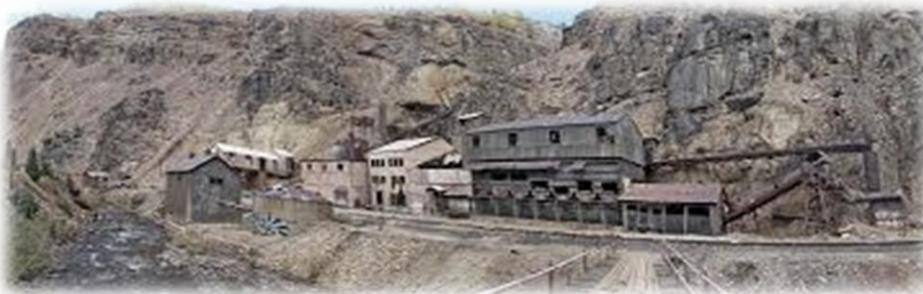


Best Practices:

- ▶ Wear fall protection when there is a danger of falling. Assure fall protection has a suitable fall arrest and a secure anchorage system.
- ▶ Train miners to properly use their personal protective equipment and to recognize potential hazards from falls and to safely perform tasks.
- ▶ Provide communication systems when assigning miners to work alone.

Additional Information:

This is the 14th fatality reported in 2022, and the second classified as “Slip or Fall of Person.”



MSHA Best Practice AND Health Hazard Cards

MSHA has developed an extensive set of [pocket cards](#) with safety and health in mind, formatted to be easily printed, carried, and shared.

Best Practice (BP) cards provide DOs and DON'Ts established to keep yourself and others out of harm's way.

Health Hazard (HH) cards provide important information you need to know to prevent occupational injuries and illnesses.

How Climate Change Might Influence Workers' Health and Safety

Workers are frequently the first to be exposed to the effects of climate change, and they are exposed for longer periods of time and at higher intensities than the broader population. Given this, when it comes to climate change's adverse effects on workers, disease or injury may be among the first indicators. In order to determine how these climate events may affect workers' health and safety, it is necessary to characterize them and develop plans for mitigating, responding, and adapting to the current and predicted consequences. It is expected that the number of individuals employed in the most affected occupations will continue to grow.



Workers Most Affected by Climate Change

Agricultural workers, construction workers, emergency responders, commercial fishermen, firefighters, transportation workers, and other workers exposed to outdoor weather conditions, particularly those performing physically demanding work for extended periods of time are among the groups most affected by climate change. However, climate change can have an impact on indoor employees as well, as seen by increased heat and air pollution exposure among manufacturing workers. Some employees, such as migrant workers, unorganized workers, and day laborers, may be more exposed to the health consequences of climate change than others, such as farmers.

Asthma, respiratory allergies, and airway diseases; cancer; cardiovascular disease and stroke; heat-related morbidity and mortality; chronic kidney diseases of non-traditional origin; mental health and stress-related disorders; neurological diseases and disorders; water-borne diseases; and vector-borne, zoonotic, and other infectious diseases are just a few of the potential health consequences for workers who may be affected by a changing climate.

There are a variety of potential issues exacerbated by climate change that can strongly impact workers such as:

Extreme Temperatures

Temperatures are rising all across the world, compounding the already-existing heat burden in tropical areas and beyond, which has implications for both indoor and outdoor work situations. Greater occupational heat stress may be caused by higher temperatures, more frequent periods of heat which may result in an increase in occurrences of heat-related illnesses, lower chemical tolerance, and weariness. Increased temperature can also result in decreased cognitive function as well as an increased risk of injury or failures in safety precautions.

Apart from that, heat can play a role in many other severe or deadly injuries or diseases, such as those caused by falls among others.

As the climate warms and more extreme weather events are projected in the future, heat exposure and heat stress are becoming a major issue in terms of employee safety. When the average temperature varies only a little, it has the potential to result in a significant rise in the number of deaths and cases of severe heat or cold-related diseases.

Air Pollution

A complex relationship exists between air pollution and climate change, with the former being connected to acute and chronic health impacts such as ischemic heart disease, stroke, respiratory diseases, and allergy disorders. For example, high temperatures can cause levels of air pollution to rise, such as ground-level ozone and wildfire smoke, among other things. Climate change may cause workers to be exposed to higher levels of air pollutants, whether they are indoor or outdoor, though the existence and degree of such effects may vary depending on the local climate and other environmental factors.

Extreme Weather Conditions

The number of extreme weather occurrences and natural disasters — including floods, landslides, storms, and lightning, as well as droughts — is increasing, as is the demand for emergency services. Consequently, those participating in rescue and cleaning will be exposed to potentially hazardous conditions on a more frequent basis as a result of weather disasters. The infrastructure, such as electrical lines, roads, public transit, and buildings, may also be damaged as a result of extreme weather occurrences. Workers could be placed in new or unfamiliar situations, increasing their chances of suffering a severe accident, contracting an illness, or experiencing mental stress. When mobility, electricity, communication, food, and shelter are disrupted, some workers may be more vulnerable to violence. These occurrences can raise the likelihood of suffering a catastrophic injury.

Wildfires

It is well established that the risk of wildfire is directly correlated with climate, and climate change is expected to significantly increase wildfire activity. The increase in wildfires and the lengthening of the fire season will necessitate the reaction of an increasing number of firefighters, including volunteers. Burns, heat-related illnesses, smoke inhalation, and injuries from slips, trips, and falls are all potential risks that wildland firefighters must deal with on a daily basis. Firefighters who work in the wild are in danger of rhabdomyolysis, a disorder caused by an increase in core body temperature and the consequent breakdown of muscle cells, which can cause them to pass out into their bloodstream.

Biological Risks

The **habitats** of vectors, **diseases**, hosts, and **allergens** can be altered as a **result of fluctuating** temperatures and **rainfall** patterns. Outdoor **workers**, emergency **response** personnel, as **well as health** care **providers** may be affected by the **increased prevalence** of water-borne and **food-borne** infections. Increased **frequency** of **storms** and floods could **result** in an **increase** in the number of **mold-infested** homes, as well as **increased exposure** among **remediation** and construction **employees**. Climate **change**, namely rising **temperatures** and carbon **dioxide** levels in the **atmosphere**, may accelerate the **growth** and spread of **poison ivy** and other **dangerous plants**. Temperature **variations** have an **effect** on insects, **boosting** their populations and **extending** their **transmission seasons** leading to a **higher risk** of mosquito-borne **infections** such as **West Nile virus**, dengue fever, **chikungunya virus**, malaria virus, and **Zika virus** as well as **tick-borne diseases** like Lyme disease for **outdoor workers**.

Industrial Disasters

Natural **catastrophes** such as **hurricanes**, floods, **lightning**, and earthquakes, **among others**, can cause industrial **disasters** if proper precautionary **measures** are not put into place. **Chemical plants** are particularly **vulnerable** to **damage** from storms, flooding, and **erosion**, all of which are becoming **more frequent** as a result of **climate change**. Exceptional weather **conditions** can cause industrial **disasters** such as **explosions**, fires, and **large-scale chemical** spills, as well as long-term **chemical leakage** into the **environment's** air, water, and soil.

Mitigate Risks Posed by Climate Change

Following the **implementation** of heat illness prevention regulations in **several states**, the **Occupational Safety and Health Administration** (*OSHA*) is said to be **working on** implementing an **enforcement initiative** as part of a **National Emphasis Program** on preventing **heat-related illness** to further **safeguard workers'** health.

However, even without **clear regulations** on a national level, **employers** can still take **matters** into their **own hands** and consider a **risk-based strategy** for controlling heat **illness** especially for employees who **operate outdoors** or in hot **circumstances** indoors.

The first step is **developing** an **understanding** of employees' **working conditions**. There is currently a **communication gap** between workers and **managers**, owing to the **fact** that

managers do not often experience sweltering **circumstances** in the **same way** as their **employees**.

For example, if **workers** are **required** to conduct **intensive labor** in **bright sunshine** while wearing **heavy gear** or **Personal Protective Equipment** (*PPE*), even mild temperatures can **put them at risk** of heat illness. **Organizations** and their employees **should collaborate** to conduct **heat stress** risk assessments of **job activities** that take place both **indoors and outside**. An at-risk **screening checklist**, such as the "[Heat Stress Observation Checklist](#)" developed by the **HSE UK** (*the United Kingdom's counterpart of OSHA*), assists in **identifying** and **prioritizing** heat **disease** preventive initiatives. It will be easier to **discover latent** risks and **implement risk** mitigation measures if **organizations** involve their **employees** in the assessment of **heat-related risks**. It will also be easier to **understand** the obstacles that **rising temperatures** provide to **job execution**.

After doing a **risk assessment** and identifying **employees** who are at **risk for heat stress**, **employers** must establish and **implement** a documented heat **disease prevention** program that **strikes a balance** between job requirements and **worker safety** in order to **promote healthier work environments**.

A heat **disease prevention** program should include **policies** and procedures on the **following topics**:

- **Managers, supervisors, and employees have specific roles and duties in the program.**
- **Work activities that are at risk**
- **Measures for preparation, prevention, and protection**
- **Weather conditions and personnel health are closely monitored on a regular basis.**
- **Training and public awareness, including prevention measures and the identification of risk factors and symptoms of heat illness, are essential.**

Workers who are **experiencing symptoms** of heat illness should have an **emergency response** plan in place. An **important factor** in managing **worker safety** is the frequent examination of **corporate policies**, processes, and **contracts** that may be **associated** with increased **worker hazard** or liability. Incorporating this **consideration** into contract **negotiations** or periodic internal **procedure reviews** can aid in the **modification** of business rules that are **detrimental** to **worker safety**.

MJS Legacy Safety can help with your **Workplace Safety Solutions**

We are your One Stop Safety Shop

Give us a call!