



► **MJS SAFETY TRAINING ANNOUNCEMENT**

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

► **Schedule of classes December 2018:** • *TRAINING CENTER - 1760 BROAD ST, UNIT H, MILLIKEN, CO 80543* • [read more...](#)



OSHA / CONSTRUCTION NEWS SUMMARY

► **OSHA Increases Trenching Inspections & Enforcement as of Oct. 1**

OSHA has made *trenching and excavation* a **high enforcement priority** and will be **cracking down on trench related violations**. Be prepared for a likely **inspector visit** at your jobsites soon. [read more...](#)



► **NEWLY ISSUED FINAL RULE ON CRANE OPERATOR CERTIFICATION REQUIREMENTS**

Cranes and Derricks in Construction: Operator Qualification

Under the [final rule](#), employers are required to train operators as needed to perform assigned crane activities, evaluate them, and document successful completion of the evaluations. [read more...](#)

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► **Five Reasons Why Utility Locators Should Embrace GIS**

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► **Winter is Here: Do You Know How to Treat a Cold Weather Injury?**

Cold weather kills 20 times more people than heat does. Are you 100% confident your workers are ready for the upcoming season? [read more...](#)

TRANSPORTATION NEWS SUMMARY

► **Responsible Driving and Holiday Drinking ... Staying Safe** [read more...](#)

► **10 Toughest States for Hours of Service Violations**

Arkansas has been atop this list now for four years since overtaking the previous perennial toughest hours-violation state, Oregon, in 2014. [read more...](#)



► **Nearly 5,000 trucks sidelined during Annual Brakes-Focused Inspection Spree** [read more...](#)

Happy Holidays from all of us at MJS Safety!

► **Safer Solutions Sought for Hazmat Drivers Traveling Colorado's Treacherous Loveland Pass**



With its 180-degree bends, 7% grades, dangerous drop-offs and strong wind gusts, the hazardous material truck drivers hauling heavy petroleum loads who make the 9.5-mile journey through Colorado's Loveland Pass call the drive a "white-knuckle experience." [read more...](#)

► **DOT Raises Fines for Violating Trucking Regs**

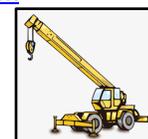
The U.S. DOT announced recently it has increased fines across the board for violations of federal trucking regulations. [read more...](#)

► **FMCSA Grants Short-Haul Concrete Pumpers Waiver For 14-Hour Work Day**

The Federal Motor Carrier Safety Administration has granted a waiver that will allow concrete pump operators utilizing the short-haul log book exemption to work a 14-hour day rather than 12 hours. [read more...](#)

► **Mobile Crane Operators Get 30-Minute Break Exemption Extended**

The Federal Motor Carrier Safety Administration has renewed an exemption from the 30-minute rest break provision for a group representing mobile crane operators. [read more...](#)



► **FMCSA Rule Eliminating Exemptions for Diabetic Drivers Takes Effect**

After years in limbo, a final rule became effective in November allowing medical examiners — in consultation with a truck driver's treating clinician — to decide whether an insulin treated diabetic driver is qualified to get behind the wheel. [read more...](#)



► **New Personal-Conveyance Faqs Illustrate FMCSA's Round-Trip View of 'Under Dispatch'**

When Federal Motor Carrier Safety Administration Office of Enforcement Director Joe DeLorenzo made note in a presentation at the Great American Trucking Show this year that the agency viewed an off-duty deadhead back to the house after a load out from the same location an invalid use of personal conveyance, several owner-operators in the audience seemed surprised. [read more...](#)

MSHA NEWS SUMMARY

► **Three Steps to Safer Operations**

From its perspective, the Mine Safety and Health Administration (MSHA) is working toward safer operations by tackling the issues it believes can have the greatest impact on safety. [read more...](#)



► **Fatality Alert:**

Miner killed when truck veers off road and overturns [read more...](#)

► **Fatality Alert:**

Miner crushed inside pickup truck in Michigan quarry [read more...](#)

MONTHLY SAFETY & HEALTH TIP NEWS SUMMARY

► **Be on the lookout for these "Little green Bugs" !!!**

[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” Resource in 2018

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- ~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 Dec 2018: • *TRAINING CENTER - 1760 BROAD ST, UNIT H, MILLIKEN, CO 80543*

- **PEC Safeland Basic Orientation:** December 7, 17, 27; 8 – 4:30
- **First Aid/CPR/AED/BLOODBORNE PATHOGENS:** December 11; 8 – noon
(We offer MEDIC FIRST AID)
- **TEEX H2S Operator Training – Awareness (ANSI Z390-2017 Course):** December 11; 12:30 – 4:30

[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** ◀

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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

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training in today's industry

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OSHA / CONSTRUCTION

OSHA Increases Trenching Inspections & Enforcement as of Oct. 1

OSHA has made *trenching* and *excavation* a **high enforcement priority** and will be **cracking down** on **trench related violations**. Be prepared for a likely **inspector visit** at your **jobsites soon**.



U.S. Department of Labor Updates National Emphasis Program on Trenching and Excavation Safety

The U.S. Department of Labor's **Occupational Safety and Health Administration (OSHA)** has updated the **National Emphasis Program (NEP)** on **preventing trenching** and **excavation collapses** in response to a **recent spike** in **trenching fatalities**.

OSHA's NEP will **increase education** and **enforcement efforts** while its **inspectors** will record **trenching** and **excavation inspections** in a **national reporting system**, and each area **OSHA** office will develop **outreach programs**.

"**Removing workers** from, and helping **workers identify** **trenching hazards** is **critical**," said Deputy Assistant **Secretary of Labor for Occupational Safety and Health** Loren Sweatt. "**OSHA** will concentrate the **full force** of **enforcement** and compliance assistance **resources** to help **ensure** that employers are **addressing** these **serious hazards**."

The **emphasis program** began **October 1, 2018**, with a **three-month period** of **education** and **prevention outreach**. During this period, **OSHA** will **continue** to respond to **complaints**, referrals, **hospitalizations**, and **fatalities**. Enforcement activities **will begin** after the **outreach period** and remain in **effect until** canceled. **OSHA**-approved **State Plans** are expected to have **enforcement procedures** that are **at least as effective** as those in this **instruction**.

OSHA has developed a series of [compliance assistance resources](#) to help **keep workers safe** from **trenching** and **excavation hazards**. The [trenching and excavation webpage](#) provides information on **trenching hazards** and **solutions**.

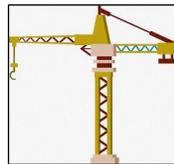


NEWLY ISSUED FINAL RULE ON CRANE OPERATOR CERTIFICATION REQUIREMENTS

Cranes and Derricks in Construction: Operator Qualification

Under the [final rule](#), employers are required to train operators as needed to perform assigned crane activities, evaluate them, and document successful completion of the evaluations. Employers who have evaluated operators prior to December 9, 2018, will not have to conduct those evaluations again, but will only have to document when those evaluations were completed.

The rule also requires crane operators to be certified or licensed, and receive ongoing training as necessary to operate new equipment. Operators can be certified based on the crane's type and capacity, or type only, which ensures that more accredited testing organizations are eligible to meet OSHA's certification program requirements. The final rule revises a 2010 requirement that crane operator certification must specify the rated lifting capacity of cranes for which the operator is certified.



Compliant certifications that were already issued by type and capacity are still acceptable under this final rule.

The final rule, with the exception of the evaluation and documentation requirements, will become effective on Dec. 9, 2018. The evaluation and documentation requirements will become effective on February 7, 2019. OSHA says it will be posting compliance assistance resources on the [Cranes and Derricks in Construction webpage](#).

The final rule revises a 2010 requirement that crane operator certification must specify the rated lifting capacity of cranes for which the operator is certified. Compliant certifications that were already issued by type and capacity are still acceptable under this final rule.

Buried Alive: Joe's Story

by George Kennedy - NUCA's Vice President of Safety



OSHA requires every excavation 5 ft or more in depth to be protected by a trench protective system – sloping, shoring or shielding.

Buried alive. Alone. Screaming you know no one can hear. You wonder if the rescuers can get to you in time. You can't move a muscle—not even your fingers. It is tough for you to breathe. And breathing is getting more difficult with each shallow breath because the dirt is crushing you. You have been doing this type of work for years and odds were that it would never happen to you. You may be asking yourself why you didn't listen to the safety manager who told you never to go into an unprotected trench. And now as the last few minutes of your life pass you by, you think about your wife and kids, your parents and close friends and how much you would like to tell them you love them. But it is too late.

How Could This Happen?

The situation started off with someone yelling at Joe to look out because the trench was caving in, but it was too late. Joe didn't have time to turn and run before the dirt in the trench wall fell and buried him. The crew was panicking and one of the workers jumped in the trench to help even though he knew not to do that. But was too late, there was nothing he could do and yelled for help to get out of the trench before it buried him too. But as he was climbing out, the other trench wall caved in too, just missing him.

The workers called 911 and within 5 minutes the fire department's rescue team was onsite making an assessment of what needed to be done to try to save Joe. It had been about 6 minutes, and they thought Joe had probably already passed out. The rescue team couldn't use an excavator because it could tear Joe apart, so they had to dig by hand. They started to dig and shore the trench but it was a slow process. Time was critical. Firefighters from all around the county arrived to help, but they all knew situations like this are often fatal. The firemen knew that it would probably be a recovery, not a rescue, but they tried anyway.

The owner of the company arrived onsite and was very concerned about Joe. Unfortunately, it was too late for him to take actions to keep Joe safe. He kept asking himself why he did not listen to his safety manager and provide a trench protective system (sloping, shoring, or shield) as required by OSHA. When OSHA showed up, it did not take long to figure out there was no competent person onsite and the company did not provide a trench protective system. The contractor and his company were facing huge penalties and possibly criminal charges.

Don't Let This Happen to You or Your Employees

Why would any worker take a chance of being buried? Workers should be trained and informed of the potential hazards and what they should do to protect themselves. There's no reason that construction workers should have to place their lives on the line to install a pipe or cable. OSHA has implemented regulations for a reason. Employers must follow them.

Why would a company owner not insist that workers use trench protective systems whenever entering a trench? Trench protective systems are cheap to rent for companies that don't need them every day. And if they are needed every day, the company should invest in the systems they need. Companies should also train their crew leaders and foremen to be competent persons so that they know the law and what is supposed to be done to protect workers from cave ins. Workers must be trained too.

Time will tell what happens to the construction company's owner, but in the meantime, Joe is dead and the company owner will have to face the family to tell them the tragic news. This is something no one ever wants to do. It could all have been prevented if one of the three S's – **Sloping, Shoring or Shielding** – were used when Joe was in the trench.

Yes, this is a horrible story. But the story is real and explains what happens when a worker is buried in an unprotected trench. Even when workers are pulled from the trench collapse alive, they are seriously injured and, in many cases, will die from their injuries.



Preventing Trench Fatalities and Injuries

Did you know that most trench fatalities occur in excavations, including trenchless, that are only 5- to 15-ft deep? They often occur where there is no trained competent person assigned to oversee the work to keep it safe.

OSHA requires employers to train all their workers about trench safety. In addition, employers are required to train and assign a competent person to every job that involves workers working in and around trenches and other excavations.

OSHA requires every excavation 5 ft or more in depth to be protected by a trench protective system – sloping, shoring or shielding. In some states a protective system is required for excavations deeper than 4 ft. In any event, a trench protective system is required to protect workers. In addition, even when trenches are less than 4- or 5-ft deep a competent person must make a judgement call about whether or not it is safe to enter into the trench and then take appropriate action. If in doubt, the competent person should use a trench protective system to ensure workers are not injured or worse, killed in the trench.

Trench Safety Stand Down

Earlier this year NUCA, with the help of OSHA, held its third Trench Safety Stand Down from June 18-23. Last year the stand down reached out to more than 10,000 workers and this year the goal was for as much participation as possible. All you had to do was take some time during the week to talk to your managers, supervisors, workers and crews about the importance of using trench protective systems and not entering into unprotected trenches or excavations even for a minute.

The goal was to reach out to as many workers as possible who work in and around trenches and other excavations to provide them with information about current excavation requirements and safety procedures for working in trenches. By reaching as many workers as possible, we can reduce the number of fatalities and serious injuries that occur each year in our industry, and make others, such as municipal and industrial workers who are exposed, aware of these serious hazards.

Conclusion

These types of situations happen more often than you may think. Trenches cave in frequently and workers are killed or seriously injured. If companies would only take the time to train workers and spend a few dollars, they could all be prevented.

OSHA Launches Program to Target High Injury, Illness Rates

Agency will inspect employers it believes should have submitted 300A data for 2016

OSHA has launched a site-specific targeting (SST) program using employer-submitted Form 300A Summary data for calendar year (CY) 2016. The program will target high injury rate establishments in manufacturing and non-manufacturing sectors for inspection. The Agency has not identified what it considers to be a high injury rate.

OSHA will perform programmed inspections of employers it believes should have provided Form 300A data, but did not, for the CY 2016 injury and illness data collection.

For CY 2016, OSHA required certain employers to electronically submit Form 300A data by December 15, 2017. The CY 2017 deadline was July 1, 2018; however, employers who missed this deadline may still submit the information.

The SST program is OSHA's main site-specific programmed inspection initiative for non-construction workplaces that have 20 or more employees.

Don't let this happen to you...

U.S. Department of Labor Cites Massachusetts Contractor for Exposing Workers to Fall Hazards

The U.S. Department of Labor's **Occupational Safety and Health Administration (OSHA)** has **cited** a Massachusetts based contractor for **exposing workers to falls and other hazards** following an **employee's fatal fall** at Massachusetts **worksites** in May 2018. The company faces **\$311,330 in penalties**, the **maximum allowed** by law.

OSHA inspectors **determined** that the company **failed** to provide **adequate fall protection** for employees, despite **repeated notifications** from the **project's general contractor**. The company also **failed** to train **employees to recognize** and avoid **fall, ladder, electrical, and other hazards**; **provide adequate** documentation **regarding** the safety of **forklifts**; perform regular **jobsite safety inspections**; notify **OSHA** of the employee's **work-related death**; and provide **injury and illness logs** to **OSHA** in a **timely manner**.

"**Falls** are the **leading cause** of fatalities in the **construction industry**. Employers **must provide** fall protection and **adequately train** workers to **identify occupational hazards** that can **cause injury**," said a local **OSHA** Office Director.

Five Reasons Why Utility Locators Should Embrace GIS

Is now the time for utility locators to integrate Geographic Information System (GIS) into their best practices?

With the **price of GIS falling** significantly and **ease-of-use** improving **dramatically**, there's a **strong case** to be made that **utility locators** should **incorporate GIS** into their **work** every day.

The reasons for doing so? Highly **appreciative clients**, potentially big cost and **time savings**, a better work **product** from your **team**, more business and **revenue**, and an **enhanced reputation** as an **innovative**, tech-enabled firm.

No. 1. Highly appreciative clients. Utility locators perform a very valuable service at the front end of the process, but their work could be even more valuable if the information from their site surveys benefited decision-makers throughout the lifecycle of an asset. By incorporating site data into a GIS, utility locators can assist the different teams working on any project. Information generated by utility locators can inform the decisions of master planners and budget planners; architects, engineers and other contractors; and operations and maintenance personnel. In our work, we've seen owners and operators be highly appreciative of utility locators who understand the bigger picture and routinely feed their work product into GIS or CAD systems.

No. 2. Potentially big cost and time-savings. In most states, utility owners are obligated to mark the location of their known active facilities on the ground surface just before construction. In fact, this is often too late for design purposes or contractor bidding. The result is predictable: Costly delays because unseen or unidentified assets are damaged during construction.

Getting intelligence from utility locators early on is a sure-fire way to avoid these problems. In fact, more than 20% of infrastructure assets documented by field verification teams never appear on any as-built drawings or blueprints or. Another 10% of assets shown on as-built plan sets could not be field verified as having been built at all. In other words, almost one-third of assets are at risk at any given time.

No. 3. Better work product. Technology continues to propel the industry forward, but it is still hampered by inefficient, legacy methods. An illustrative example: Spray-painted marks on the ground remain a key work product of any utility locator. As many know from firsthand experience, these identifying marks can weather away quickly by the time construction beings. Most locators will cross-reference their findings on as-built drawing or maps, but what if none exist or are outdated? Incorporating site survey information into a centralized, online repository, such as a streamlined GIS, can result in better decision-making throughout the lifecycle of project.

No. 4. More business and revenue. Like AECs and others who routinely use a GIS, utility locators often become the preferred partners from their clients and from other third parties. That's because their work is perceived as more valuable – and rightfully so. The upshot is more business for those that use a GIS. In addition to direct revenue and sales commissions, third parties using GIS often enjoy a meaningful increase in indirect revenue from enhanced relationships. One small civil engineering firm we've worked with averaged \$182,000 a year of incremental revenue per year *per client*.

No. 5. Add a new dimension to your business. Over the next five years, the business of managing utility infrastructure is likely to become even more technologically sophisticated. In addition to laser and radar, drones, Augmented Reality and other innovation will fundamentally change the game. The industry is in the early stages of a tech-inspired revolution. GIS is a central part of the advancing tech ecosystem. As the industry changes, the challenge is to integrate technology – or be surpassed by more innovative competitors. To lure new talent to the industry in today's full-employment economy, firms will need every advantage to recruit the best and the brightest. Having a reputation as a tech-enabled firm will be a competitive hiring advantage as a generation of industry professionals gets set to retire.

Winter is Here: Do You Know How to Treat a Cold Weather Injury?

Cold weather kills 20 times more people than heat does. Are you 100% confident your workers are ready for the upcoming season?

Most employers are aware of their duty to protect workers from heat stress, but the extreme **cold can be even more dangerous**. Exposure to cold can cause hypothermia, which can be fatal.

As winter approaches, it's important to ensure that you have measures in place to protect workers from hypothermia, especially for those who work outside.

According to the Canada Safety Council, hypothermia occurs when the body can no longer produce more heat than it's losing. The body's internal temperature drops below 35° C (95° F). Wind, wet and cold are the key factors that lead to hypothermia.

Cold air cools down the body - **but it doesn't have to be frigid**. Hypothermia can happen at (surprisingly)... **Want to read more?**

[Download SafetyNow ILT's](#) complimentary report, *Preventing Cold Stress*, and receive:

- Expert Tips on how to treat mild to severe hypothermia;
- Cold Weather Cautions you need to know for this winter;
- A frostbite Knowledge Checkpoint;
- Real-life Fatality Files to use in your safety meeting;
- Read-to-use cold-stress Checklist;
- An Assessment for cold weather risks;
- Safety Talk on portable heater safety; and

[Download your SafetyNow ILT Preventing Cold Stress report today and stay warm this winter!](#)



Responsible Driving and Holiday Drinking

During the holiday season, the alcohol seems to flow freely. Office parties, family gatherings, and the actual holidays themselves keep you busy and your cup full of many different drinks. Combined with more stress than other times of the year, and people just naturally have more opportunity and reason to drink. Many of the most dangerous days for drunk drivers on the road happen during the holiday season for different reasons, including depression and stress.

Staying Safe

While you can't control the actions of others, there are a few things you can do to keep yourself from drunk driving. They all wrap up into one main idea though; plan before you drink.

- Designate a friend to not drink who can drive everyone home.
- Arrange for a taxi, Uber, Lyft, or another driving service to pick you up at a certain time.
- Tell others your plan to ask them to help keep you accountable.
- Remind all the people in your party to not drive after drinking. **You might save some lives.**

A little planning beforehand is all that is required to keep yourself, and everyone on the road around you, safe. If you don't have a plan before you drink, you are more likely to make bad decisions. No one wants to spend the holidays in the hospital or mourning the loss of a loved one. All too often, that is what happens though when people choose to drink and drive. Make sure you aren't the reason for sadness for your family or those on the road during the holiday season.

Nearly 5,000 trucks sidelined during Annual Brakes-Focused Inspection Spree



Just over 14 percent of inspected trucks were placed out of service for brakes violations during the Commercial Vehicle Safety Alliance's Brake Safety Week inspection spree in September.

According to CVSA, inspectors across the U.S. and Canada inspected 35,080 commercial vehicles during the blitz and placed 4,955 out of service.

A large area of focus for inspectors is vehicles that require antilock braking systems (ABS) and how well they are maintained.

Out of 26,143 air-braked power units that required ABS, 2,176 (8.3 percent) had ABS violations. There were also 17,857 trailers inspected that required ABS, and 2,224 (12.5 percent) had ABS violations. Finally, there were 5,354 hydraulic-braked trucks inspected that required ABS, and 234 (4.4 percent) had ABS violations.

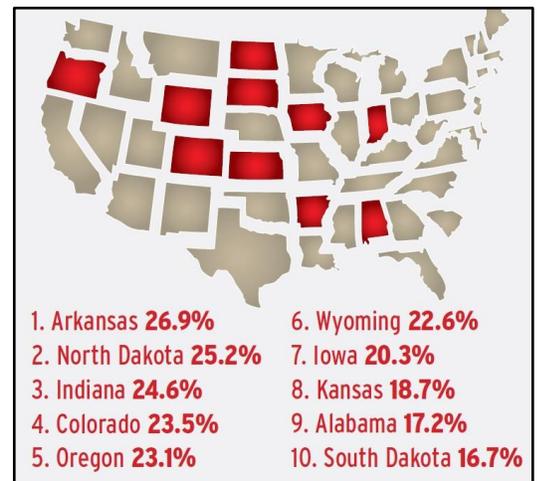
CVSA returned to the week-long Brake Safety Week this year after conducting a one-day Brake Safety Day in 2017. The percentage of trucks with brake-related violations were about the same during the week-long event this year (14.1 percent) compared to last year's one-day blitz (14 percent).

During CVSA's International Roadcheck 72-hour inspection blitz in June, brake violations were the top vehicle out of service violation, representing 28.4 percent of all vehicle OOS violations during the blitz.

10 Toughest States for Hours of Service Violations

Arkansas has been atop this list now for four years since overtaking the previous perennial toughest hours-violation state, Oregon, in 2014. Since then, other states between Arkansas and the Pacific Northwest have joined the party around hours of service violations, even as hours violations nationally have declined. The list ranks states by hours violations as a share of all violations.

For a report on the unique hours of service situation this year, given enforcement of the ELD mandate has begun, and how the state rankings have changed, [read](#) the special report "Some Pain Amidst The Gains" from the **Overdrive** magazine August issue. The story shows how enforcers are handling ELD-related infractions, device malfunctions and hours violations in the new logbook era.



Percentages above indicate the number of hours of service violations in each state figured as a percentage of that state's overall violation totals. Source: 2017 federal data analyzed by RigDig Business Intelligence (rigdig.com/bi).

Safer Solutions Sought for Hazmat Drivers Traveling Colorado's Treacherous Loveland Pass

With its **180-degree bends**, **7% grades**, **dangerous drop-offs** and strong **wind gusts**, the **hazardous** material truck drivers hauling heavy **petroleum loads** who make the **9.5-mile journey** through Colorado's **Loveland Pass** call the drive a "**white-knuckle experience**."

Were it **not** for the **flammable loads** they carry, those **same truckers** would not have to divert off **Interstate 70**. Instead, they would be able to travel through the **1.7-mile Eisenhower Tunnel** that **cuts** through the mountains, **shaving** as much as **90 minutes** from taking the dangerous **two-lane U.S. 6** that travels over the **Continental Divide**.

No wonder **executives** with the **Colorado Motor Carriers Association** and **Colorado Wyoming Petroleum Marketers Association** have for **years** been **pressing** members of the state **Legislature** and **Colorado Department of Transportation** to use the **tunnel route** for the up-to-**200 tankers** that, **each day**, are **forced** to take the **dangerous road**.

So far, they **haven't succeeded**, but another **attempt** for **resolution** began recently at a **meeting** in **Austin, Texas**, with **American Trucking Associations'** hazmat **policy committee**.

Dan Horvath, **ATA's director** of **safety policy** and **staff contact** with the **hazmat policy committee**, said the **committee** has formed a **working group** and soon will **speak** with **carriers** and drivers who **use** the pass.

Andy Karsian, **legislative liaison** for the **CDOT**, said the **reason** the state **does not allow** hazmat trucks in the **tunnel** is because of **concerns** that a **fire**, **accident** or **fuel spill** would **damage** the structure and create a **traffic mess**. Then there are the **environmentalists** who are **concerned** that a spill could send **toxic petroleum** into the state's **pristine bodies of water**.

"There's **no way** in hell you would **catch me** up there **driving one** of these **trucks** and going **over** that **pass**," Karsian said. "We've had **close calls**, but we've **been lucky** so far with the **skills** and the **professionalism** of the **truckers** going **over** the pass."

By contrast, the **Eisenhower Tunnel** is a **four-lane vehicular tunnel** about **60 miles** west of **Denver**. The **tunnel carries** as many as **1 million vehicles** a month on **I-70** in easterly and westerly **directions** at an **elevation** of more than **11,000 feet** in the **Rocky Mountains**. On the weekends, the **tunnel traffic** is more like an **urban** than **rural freeway** with **skiers** in the **winter** and **hikers** and **bikers** in the **summertime**.

The **vast majority** of the **petroleum trucks** taking the **Loveland Pass** route **originate** in **Denver** and carry **critical supplies** of **oil**, **gasoline** and **diesel** to the **communities**, **gas stations** and **resorts** west of the **tunnel**, according **CMCA** President **Greg Fulton**.

He said his **association** has, for **many years**, been **concerned** that **traveling** through **Loveland Pass** presents a **danger** to the **health**, **welfare** and **safety** of the **drivers**.

Fulton said that **during the winter**, truck drivers, who are **often older** and **unfit**, have to put on **60- to 100-pound tire chains** in **thinner air** that can cause **respiratory** and **heart problems** due to **altitude sickness**.

"The **weather conditions** can change **quickly**, and **driving** through the **pass** can be **physically draining**, causing **drivers** to become **fatigued**," he said. "And **even the best** of **drivers** can **hit ice spots** that can **send a truck out of control**."

CDOT's Karsian **acknowledges** the **arrangement** is **problematic** for **hazmat truckers** but says **finding** a solution is **difficult**. To **fix** the **tunnel** with a better **fire-suppression system** and having **first responders** nearby would be **expensive** and **difficult** to pull off due to **state laws** that require **voter approval** to **increase funding**.
(*Two state transportation referendums "failed miserably" earlier this month, Karsian said.*)

Another **possible solution** could be to **escort** the **trucks** through the **tunnel** at **specific times**. However, that **solution** could cause **huge traffic backups**, he said.

"We **need** to have a **larger stakeholder** conversation and, as with **any major problem**, it always **behooves** getting **everybody** in the **room** and having a **conversation**. But anything we **discuss** is going to **have a price tag**," Karsian said. "And that's the **largest stumbling block**."

CWPMA Executive Director Grier Bailey said that **hazmat truck accidents** occur about once **every 18 months**. He **added** that **tank carriers** could **collectively save \$1.3 million** a year if they **were allowed** to **pass through** the **tunnel** with **escort** at the **top of every hour** and **\$2.6 million** if they **were allowed free passage** through the **tunnel**.

Dean Teter, **traffic manager** and **safety director** for **Denver-based Dixon Brothers**, **oversees** the drivers who **must go** over the **pass** regularly. He **drove** the route for **many years** and **found it treacherous**.

"I've **got guys** that go **over the pass every day**," Teter said. "It's **narrow**, there's only **two lanes** and a lot of **shoulders** where there's **just nothing**. Even where **there are barriers**, it's not like it's going to **keep you from driving off** the edge of the **mountain** in a **loaded truck**."



The Eisenhower Tunnel courtesy of Colorado Department of Transportation

DOT Raises Fines for Violating Trucking Regs

The U.S. DOT announced recently it has increased fines across the board for violations of federal trucking regulations.

The **Federal Motor Carrier Safety Administration** is required by Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015 to adjust fine amounts each year based on inflation.

A final rule that published in the *Federal Register* today, Nov. 27, makes the new fine amounts effective immediately. The 2015 Act required **FMCSA** and other DOT agencies to issue an initial “catch-up” adjustment, followed by annual adjustments for inflation.

The DOT, in order to find the 2018 adjustment amount, had to multiply the penalty amount by the percentage change between the October 2017 Consumer Price Index for All Urban Consumers (CPI-U) and the October 2016 CPI-U, which this year was 1.02041. Given this multiplier, all of the fine amounts increased, as seen in the charts:

Violation	New penalty value	Former penalty value
Failure to respond to Agency subpoena to appear and testify or produce records (minimum)	\$1,066	\$1,045
Failure to respond to Agency subpoena to appear and testify or produce records (maximum)	\$10,663	\$10,450
Out-of-service order: Operation of CMV by driver	\$1,848	\$1,811
Out-of-service order: Requiring or permitting operation of CMV by driver	\$18,477	\$18,107
Out-of-service order: Operation by driver of CMV or intermodal equipment that was placed out-of-service	\$1,848	\$1,811
Out-of-service order: Requiring or permitting operation of CMV or intermodal equipment that was placed out-of-service	\$18,477	\$18,107
Out-of-service order: Failure to return written certification of correction	\$924	\$906
Out-of-service order: Failure to cease operations as ordered	\$26,659	\$26,126
Out-of-service order: Operating in violation of order	\$23,426	\$22,957
Out-of-service order: Conducting operations during suspension or revocation for failure to pay penalties	\$15,040	\$14,739
Out-of-service order: Conducting operations during suspension or revocation	\$23,426	\$22,957
Recordkeeping: Maximum penalty per day	\$1,239	\$1,214
Recordkeeping: Maximum total penalty	\$12,383	\$12,135

Knowing falsification of records	\$12,383	\$12,135
Non-recordkeeping violations	\$15,040	\$14,739
Non-recordkeeping violations by drivers	\$3,760	\$3,685
Alcohol prohibition violations (first offense)	\$3,096	\$3,034
Alcohol prohibition violations (second or subsequent conviction)	\$6,192	\$6,068
Commercial driver's license violations	\$5,591	\$5,479
Special penalties pertaining to violation of OOS orders (first conviction)	\$3,096	\$3,034
Special penalties pertaining to violation of OOS orders (second or subsequent conviction)	\$6,192	\$6,068
Knowingly allowing, authorizing employee violations of OOS order (minimum)	\$5,591	\$5,479
Knowingly allowing, authorizing employee violations of OOS order (maximum)	\$30,956	\$30,337
Special penalties pertaining to railroad-highway grade crossing violations	\$16,048	\$15,727
Financial responsibility violations	\$16,499	\$16,169
Violations of Hazardous Materials Regulations and Safety Permitting Regulations (transportation or shipment of hazmat)	\$79,976	\$78,376
Violations of Hazardous Materials Regulations and Safety Permitting Regulations (training) (minimum penalty)	\$481	\$471
Violations of Hazardous Materials Regulations and Safety Permitting Regulations (training) (maximum penalty)	\$79,976	\$78,376

Violations of Hazardous Materials Regulations and Safety Permitting Regulations (packaging or container)	\$79,976	\$78,376
Violations of Hazardous Materials Regulations and Safety Permitting Regulations (compliance with FMCSRs)	\$79,976	\$78,376
Violations of Hazardous Materials Regulations and Safety Permitting Regulations (death, serious illness, severe injury to persons; destruction of property)	\$186,610	\$182,877
Operating after being declared unfit by assignment of a final "unsatisfactory" safety rating (generally)	\$26,659	\$26,126
Operating after being declared unfit by assignment of a final "unsatisfactory" safety rating (hazmat maximum penalty)	\$79,976	\$78,376
Operating after being declared unfit by assignment of a final "unsatisfactory" safety rating – hazardous materials (maximum penalty if death, serious illness, severe injury to persons; destruction of property)	\$186,610	\$182,877
Violations of the commercial regulations, property carriers	\$10,663	\$10,450
Violations of the CRs, brokers	\$10,663	\$10,450
Violations of the CRs, passenger carriers	\$26,659	\$26,126
Violation of the CRs, foreign carriers, foreign motor private carriers	\$10,663	\$10,450

Violations of the CRs, foreign motor carriers, foreign motor private carriers before implementation of North American Free Trade Agreement land transportation provisions (maximum penalty for intentional violation)	\$14,664	\$14,371
Violations of the CRs, foreign motor carriers, foreign motor private carriers before implementation of North American Free Trade Agreement land transportation provisions (maximum penalty for a pattern of intentional violations)	\$36,662	\$35,929
Violations of the CRs, motor carrier or broker for transportation of hazardous wastes (minimum)	\$21,327	\$20,900
Violations of the CRs, motor carrier or broker for transportation of hazardous wastes (maximum)	\$42,654	\$41,801
Violation of the CRs, household goods carrier or freight forwarder, or their receiver or trustee	\$1,604	\$1,572
Violation of the CRs, weight of HHG shipment, charging for services (minimum for first violation)	\$3,210	\$3,146
Violation of the CRs, weight of HHG shipment, charging for services (subsequent violations)	\$8,025	\$7,864
Tariff violations	\$160,482	\$157,272
Additional tariff violations, rebates or concessions (first violation)	\$320	\$314
Additional tariff violations, rebates or concessions (subsequent violations)	\$401	\$393
Tariff violations, freight forwarders (max penalty for first violation)	\$803	\$787

FMCSA Grants Short-Haul Concrete Pumpers Waiver For 14-Hour Work Day

The **Federal Motor Carrier Safety Administration** has granted a waiver that will allow **concrete pump operators** utilizing the **short-haul log book exemption** to work a **14-hour day** rather than 12 hours.



The **American Concrete Pumping Association** requested the waiver for all **concrete pump operators** in June. **ACPA** asked the agency to give **concrete pumpers** the same **flexibility** as **ready-mixed concrete truck drivers** who **operate** under the **short-haul exemption**.

ACPA added in its request that allowing **concrete pumpers** to return to their **work-reporting location** within **14 hours** instead of **12 hours** harmonizes **hours of service rules** for **concrete pump drivers** with the rules for **drivers of the trucks** that supply the **concrete**.

In its decision to **grant the waiver**, **FMCSA** says most **drivers** are **allowed a 14-hour driving window** "with no **evidence of adverse effects**," and **notes** that **concrete pump drivers** only drive for a **small portion** of their **work day**.

The **waiver** went into **effect on Nov. 1** and will **expire on Oct. 31, 2023**.

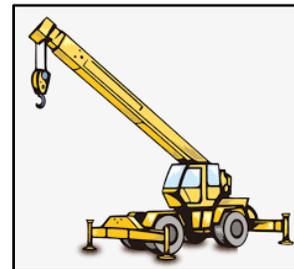
Tariff violations, freight forwarders (max penalty for subsequent violations)	\$3,210	\$3,146
Service from freight forwarders at less than rate in effect (first violation)	\$803	\$787
Service from freight forwarders at less than rate in effect (subsequent violations)	\$3,210	\$3,146
Loading, unloading violations	\$16,048	\$15,727
Reporting and recordkeeping - min penalty	\$1,066	\$1,045
Reporting and recordkeeping - max penalty	\$8,025	\$7,864
Unauthorized disclosure of information	\$3,210	\$3,146
Violation of registration conditions	\$803	\$787
Knowingly and willingly fails to deliver or unload HHG	\$16,048	\$15,727
HHG broker estimate before entering into agreement with motor carrier	\$12,383	\$12,135
HHG transportation or broker services - registration requirement	\$30,956	\$30,337
Copying of records and access to equipment, lands and buildings (max penalty per day)	\$1,239	\$1,214
Copying of records and access to equipment, lands and buildings (max total penalty)	\$12,383	\$12,135
Evasion of motor carrier regulations (minimum for first violation)	\$2,133	\$2,090
Evasion of motor carrier regulations (maximum for first violation)	\$5,332	\$5,225
Evasion of motor carrier regulations (minimum for subsequent)		
Evasion of motor carrier regulations (maximum for subsequent)	\$7,997	\$7,837
Evasion of carrier or broker regulations (minimum for first violation)	\$2,133	\$2,090
Evasion of carrier or broker regulations (minimum for subsequent)	\$5,332	\$5,225

Mobile Crane Operators Get 30-Minute Break Exemption Extended

The **Federal Motor Carrier Safety Administration** has renewed an exemption from the **30-minute** rest break provision for a **group** representing **mobile crane operators**.

The **Specialized Carriers & Rigging Association** has held the exemption since **October 2016** for **carriers** and **drivers** operating **mobile cranes** with a rated **lifting capacity** of more than **30 tons**.

The exemption applies to approximately **65,000** mobile crane operators. **SC&RA** says it requested the exemption because of the **difficulty** of finding **suitable parking** due to their **size** when **crane operators** are **required** to go **off-duty**.



The **30-minute break exemption** renewal is **effective through Nov. 1, 2023**.

FMCSA Rule Eliminating Exemptions for Diabetic Drivers Takes Effect

After years in limbo, a final rule became effective in November allowing medical examiners — in consultation with a truck driver's treating clinician — to decide whether an insulin-treated diabetic driver is qualified to get behind the wheel.

The rule eliminates a typical two- or three-month delay for diabetic drivers to navigate a bureaucratic process requesting an exemption from the **Federal Motor Carrier Safety Administration** after being automatically disqualified for having the condition.

A medical assessment form that requires a driver's treating physician to submit to an **FMCSA**-certified medical examiner was approved by the White House Office of Management and Budget just in time for the rule's Nov. 19 effective date. The final rule was published Sept. 19.

"Now there is a process that makes it easier for individuals that use insulin, as long as they maintain stable and well-treated diabetes and are able to operate in interstate commerce," said Abigail Potter, manager of safety and occupational health policy for American Trucking Associations. "I know that there are drivers out there that have been waiting for this who didn't want to go through the exemption process that takes forever."

As of Dec. 31, 2016, there were 3,945 holders of diabetes exemptions, according to **FMCSA**. Under the old rule, about 76% of drivers that apply receive an exemption, Potter said.

Although **FMCSA** said the exemption waiting period on average has been 77 days, the old rule allowed the agency up to six months to make a decision.

"The old rule contained a blanket exclusion against insulin use regardless of how well a person managed his or her diabetes," the American Diabetes Association said in a recent statement supporting the new rule. "In 2003, **FMCSA** began granting exemptions to individuals who could satisfy safety criteria and wait out a long and cumbersome application process."

While waiting for the exemption, diabetic drivers were not allowed to drive, often resulting in loss of income.

Despite dropping the exemption process, a diabetic driver still must convince his treating clinician and medical examiner that his or her diabetes is under control. Not only are diabetic drivers required to keep blood glucose self-monitoring records for at least the preceding three months, they must detail how many times per day they test their blood glucose, reveal if they have experienced any severe hypoglycemic episodes in the past three months, and if they have taken a

Hemoglobin A1C measurement test intermittently over the past 12 months.

The treating physician's assessment sheet must answer questions that reveal if a driver has such complications as renal disease, cardiovascular disease, peripheral neuropathy, foot ulcers, amputated toes or foot, gangrene or serious eye problems.

However, the new rule eliminates a requirement that the driver receive an annual vision examination by an optometrist or ophthalmologist and an annual examination by an endocrinologist and three quarterly visits, according to a final regulatory review document.

Although the rule likely will make it more convenient for diabetic drivers, it essentially transfers the decision-making burden to the medical examiner, who must gather the documentation to determine how well-controlled a diabetic's disease may be.

The agency's medical review board actually drew up the requirements for insulin-using diabetics to be issued an up-to-one-year medical certification.

"It was not something that we asked to do; it was something **FMCSA** wanted us to do," said Brian Morris, a medical doctor and member of the board. "We put a lot of work into this, and in my opinion, we didn't really have a level of comfort doing it. What it does, in essence, is shift the responsibility and liability on diabetics who use insulin from the **FMCSA** to the certified medical examiner."

Morris added, "On the medical review board, we're all physicians. Part of the problem is there are people out there doing these DOT exams that have much less training in medicine."

For example, in some states, physical therapists and chiropractors are eligible to become **FMCSA** examiners, said Morris, corporate director of medical surveillance for OccMed Consulting & Injury Care in Boston.

"I couldn't imagine them doing these exams and feeling comfortable assessing somebody who is a diabetic using insulin," he said. "Diabetes is a very complicated disease and is quite dangerous if the blood sugars go low or high."

But **FMCSA** said the rule will maintain a "high level of safety."

"This final action delivers economic savings to affected drivers and our agency and streamlines processes by eliminating unnecessary regulatory burdens and redundancy," **FMCSA** Administrator Raymond Martinez said in a statement when the rule was announced.



New Personal-Conveyance FAQs Illustrate FMCSA's Round-Trip View of 'Under Dispatch'

When **Federal Motor Carrier Safety Administration** Office of Enforcement Director Joe DeLorenzo made note in a presentation at the **Great American Trucking Show** this year that the agency viewed an off-duty deadhead back to the house after a load out from the same location an invalid use of personal conveyance, several owner-operators in the audience seemed surprised. The **FMCSA's** allowance for personal conveyance use in an off-duty driving status has in fact been used by some in such a manner in past, they reported, though most suggested such was limited to short distances at the end of multiple irregular-route runs at a location near where the operator lives.

Such a situation well illustrates a gray area in what DeLorenzo said was an area of regs guidance described by what is essentially "a term of art." You won't find "personal conveyance" in the regulations, and guidance around it in the past was exceedingly limited. But since **FMCSA** began acting on drivers' concerns about operational hours-regs flexibility in the run-up to and since the **December 2017** enforcement date of the electronic logging device mandate, available PC guidance from the agency has gotten more voluminous, for certain.

In addition to specifying allowed use of PC while under a load and detailing other uses that give drivers some clarity in sticky on-highway situations (finding parking after running out of hours at a shipper/receiver, told to move during a rest period by law enforcement officer), a brand-new set of frequently asked questions and their answers has been posted by the agency. There's even more interpretive language now available.

Compliance consultant Jeff Davis of **Fleet Safety Services** has seen enforcement of personal conveyance use in play during audits in recent times. In a presentation to, and discussion with attendees of the **National Association of Small Trucking Companies'** recent annual conference in Nashville, Tenn., Davis noted the round-trip interpretation of a dispatch above, and detailed just how the enforcement community codifies violations featuring improper PC use.

"DOT has decided every truck that is dispatched is dispatched round-trip," he said. "You can't use personal conveyance coming back. They're telling auditors this."

He referenced an early-September audit he helped a small-fleet client through. "I sat there with the auditor as we ran their e-logs through eRODS," the relatively new software tool in auditors' arsenal for spotting potential violations, he said. "The carrier got rung up on dozens of counts of improper use of

personal conveyance, and they counted misuse of personal conveyance as 'false logs,' or violations of 49 Code of Federal Regulations 395.8(e). "This auditor was done in 44 minutes – and the carrier got a Conditional safety rating."

Davis noted a seeming contradiction in the **FMCSA's** own new guidance around PC, too. The agency lists as an appropriate use the "authorized use of a Commercial Motor Vehicle to travel home after working at an off-site location," he said. Might not that cover this situation? "Say I pick up a load in Nashville, deliver in Tallahassee Friday," he added. "I can't get a load back, so the motor carrier puts me off-duty and I personal-convey back."

FMCSA also attempted to clarify the seeming contradiction in its new [FAQ](#) in Question No. 2, limiting "offsite location" to construction- and utility-truck operations:

- *The guidance allows for "authorized use of a CMV to travel home after working at an offsite location." What is meant by the term "offsite" when used in this context?*
- *The term refers to a location, other than a carrier's terminal or a shipper's or receiver's facility, where a driver works for a temporary period for a particular job. Specifically, this term is intended for construction and utility companies that set up base camps near a major job and operate from there for days or weeks at a time. These remote locations are considered "offsite" locations. Therefore, travel between home and that offsite location is considered commuting time, and qualifies as personal conveyance.*

In the **GATS** session in August, DeLorenzo emphasized bedrock considerations around personal conveyance. "The most important thing about PC is understanding what it is," he said, generally. "It's really pretty simple – it's an off-duty status." Owner-ops and drivers "have to be relieved of responsibility from the motor carrier" for performing business-related work. "You can't be advancing the load or performing motor carrier work. The movement can only be used for something personal."

He added that "If you're trying to decide, 'Can I make this personal conveyance move?', start with the question: 'Am I off-duty? Am I really off-duty?' The answer will give you a clear indication of whether you're operating under personal conveyance."

Three Steps to Safer Operations

From its perspective, the Mine Safety and Health Administration (MSHA) is working toward safer operations by tackling the issues it believes can have the greatest impact on safety. Anyone who has heard Assistant Secretary David Zatezalo speak in recent months recognizes that the agency has a laser-like focus on powered haulage accidents, which accounted for half of the fatalities in 2017 and two-thirds of the fatalities so far in 2018. In meetings with producers and industry associations, the agency is advocating for improvements in three areas:

- ▶ Large vehicles hitting smaller vehicles;
- ▶ Seat belt usage; and
- ▶ Conveyor belt safety.

In its proposed rulemaking, *Safety Improvement Technologies for Mobile Equipment at Surface Mines, and for Belt Conveyors at Surface and Underground Mines*, the agency is seeking feedback on how technology may improve safety in these three areas. Specifically, it is soliciting comments on various technologies and how they might create safer mine sites. [Comments](#) are due by Dec. 24.

In terms of mobile equipment, which accounted for almost 40 percent of mining fatalities and more than 30 percent of injuries in 2017, engineering controls such as collision warning systems and collision avoidance systems are being explored. The agency is seeking feedback on the advantages and disadvantages of such systems, as well as — importantly — the associated costs and what types of mobile equipment might benefit most from the installation of such systems.

MSHA studied 38 fatal accidents that occurred since 2007 involving mobile equipment in which the deceased did not wear a seatbelt. It determined that 35 of those people may have survived if they had been wearing their seatbelt, which was adequately functioning in 30 of those accidents. MSHA is considering engineering controls such as high-visibility seatbelts and warning devices that remind the operator to wear the seatbelt, among others.

Finally, with belt conveyors, MSHA is studying items such as guards, number and location of crossovers, and lockout/tagout procedures for ways to improve safety.

On a parallel path, NIOSH has released a beta version of its EXAMiner software, which is designed to help operators spot hazards in the field. It can be used as part of new miner training or Part 46 refresher training.

The path to safer operations may not be an easy or inexpensive one, but if it can help the industry avoid future fatalities, it is a path well worth taking.



Fatality Alert:

Miner killed when truck veers off road and overturns

The Mine Safety and Health Administration (MSHA) issued a **Fatality Alert** after a miner was fatally injured when a vehicle overturned at the Chino Mines Co. Mine in Grant County, N.M. On October 25, 2018, a 29-year-old miner with only nine weeks of experience was fatally injured when the truck he was driving veered off the haul road and climbed up an embankment, causing the truck to overturn. He was not wearing a seatbelt.

Although this accident occurred at a copper mine, it is the type of accident that could occur at any mine site.

MSHA offers the following **Best Practices** to help prevent this type of accident:

- Always wear a seat belt when operating mobile equipment.
- Operate mobile equipment at speeds consistent with the conditions of roadways, tracks, grades, clearance, visibility, curves, and traffic.
- Maintain control and stay alert when operating mobile equipment, especially vehicles with high centers of gravity.

Fatality Alert:

Miner crushed inside pickup truck in Michigan quarry

The Mine Safety and Health Administration (MSHA) issued a **Fatality Alert** after a miner was crushed inside a pickup truck at an O-N Minerals' Cedarville Operation in Mackinac County, Mich. On Saturday, Nov. 3, 2018, a 44-year-old shift supervisor with three years of experience was killed when a loaded Caterpillar 785B haul truck ran over her pickup truck at the crusher site.

MSHA offers the following **Best Practices** to help prevent this type of accident:

- Communicate and verify with all equipment operators your planned movements and location upon entering 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.
- Install and maintain collision avoidance/warning technologies on mobile equipment.

Be on the lookout for these "Little green Bugs" !!!



They're everywhere, and they can be extremely dangerous!

**When you least expect it,
they'll jump right out in front of you
and try to ruin your otherwise great day!**



Please Be Safe Out There!!!

