

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...](#)



▶ US Department of Labor Fines New Jersey Auto Parts Seller \$1.2M for 33 Workplace Safety, Health Violations Following Worker's Serious Hand Injury

OSHA inspection identifies willful, repeat, serious violations [read more...](#)

▶ Recall - Hilti Cut-Off Saw - *Please Read Carefully*

Hilti cut-off saw lists a limited number of serial numbers affected [read more...](#)

▶ *important reminder...* Injury Reporting

US DOL reminds specific employers to submit required 2021 injury, illness data by March 2, 2022 [read more...](#)



▶ Scarcity of Labor and Aging Workers to Widen Construction Labor and Skills Gaps

The construction industry has faced a growing skilled labor shortage for years. But conditions are expected to substantially worsen in 2022 and 2023. [read more...](#)

▶ Incorporate Safety Training When Onboarding New Plant Workers

Business inflection points are key events offering significant opportunities for change. [read more...](#)

▶ National Safety Stand-Down to Prevent Falls — May 2-6.

Fatalities caused by falls from elevation continue to be a leading cause of death for construction employees, accounting for 351 of the 1,008 construction fatalities recorded in 2020 (BLS data). [read more...](#)

▶ DOL Announces Proposed Rule to Update Powered Industrial Trucks Standard for General Industry, Construction ...reflects current industry practice and state-of-the-art technology [read more...](#)

▶ Did You Know?

Electrocution is one of the [four leading hazards](#) faced by workers in the construction industry. [read more...](#)

▶ How to Ready Your Excavator for Spring

Inspecting your equipment and getting it ready for spring will help you set the tone for a productive year. [read more...](#)

▶ Work Zone Safety Awareness



April 11-15 is [National Work Zone Awareness Week](#) and the [National Stand-Down to Prevent Struck-by Incidents](#) [read more...](#)

▶ Improve Tracking of Workplace Injuries and Illnesses

OSHA published a [proposed rule](#) on March 30, 2022 that would require: [read more...](#)

▶ Heavy Equipment Operations Require Proper Training and Safety Applications

Operating heavy equipment increases a worker's risk of injury. [read more...](#)

AGRICULTURAL SAFETY NEWS SUMMARY

► Welcome To *Stand Up 4 Grain Safety Week*

Join grain safety experts as they share solutions to storage and handling during this year's Stand Up 4 Grain Safety virtual event April 4-8. [read more...](#)

TRANSPORTATION NEWS SUMMARY

► **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...](#)

► **Operation Safe Driver Blitz — Focus on Speeding**

This summer's **Operation Safe Driver Week** is scheduled for July 10-16 [read more...](#)

► **Will the National Emergency Declaration's COVID Hours of Service Waiver Extend Again?**

The "People's Convoy" continues to roll on... [read more...](#)

► **'Unpopular Opinions' on the Entry Level Training Regs Newly in Effect**

...there's a strong undercurrent of antipathy to the regs among some drivers and owners... [read more...](#)

► **CVSA Announces Roadcheck Inspection Blitz Dates, OOS Criteria Changes**

This year's **International Roadcheck** inspection blitz will be held May 17-19 with a focus on wheel ends. [read more...](#)

► **DOT Publishes Notice of Proposed Rule Making – Oral Fluid Testing and more...**

Published (Feb 28, 2022) in the **Federal Register** is a DOT Notice of Proposed Rulemaking (NPRM). [read more...](#)



► **Recent Vehicle Rollover Accidents - Safety Alert**

Miners continue to die in rollover accidents. [read more...](#)

► **MSHA Penalty Assessments & Payments**

Proposed penalties for safety and health violations are assessed by MSHA's **Office of Assessments** according to a formula that considers five factors: [read more...](#)

MSHA NEWS SUMMARY



MONTHLY SAFETY & HEALTH TIP NEWS SUMMARY

► ***just some food for thought ...***

It Might Be Time to Rethink Industrial Facilities' Cleaning and Disinfecting Practices

Over the past 20 months, many industrial facilities have implemented a variety of intensive cleaning and disinfecting regimens to keep their facilities and their staff healthy. [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)

LEADERSHIP COURSE FOR SUPERVISORS

Supervisors and managers can make or break a company's reputation with their employees. This course outlines the leadership skills to be an effective leader instead of a resented boss.

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

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

- *PEC Safeland Basic Orientation: **NEW 2021 SAFELAND**: Apr 7, 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): *In Person Classes*: Apr 11, 25; 8 – noon;
This class is also available for blended learning (online) with remote or in-person skills assessment
- *Hydrogen Sulfide Awareness [*ANSI Z390 -2017 Course*]: Apr 11, 25; 12:30 – 4:30;
This class available via Instructor Led video conference

[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

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

CALL US!!!

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

SOURCES FOR THIS ISSUE INCLUDE:

- OSHA
- FMCSA
- ISHN
- US DOL
- NUCA
- MSHA
- CVSA
- Michael Wilson, VP Mktg & Pkg, AFFLINK
- National Archives
- Code of Fed Regs
- USDOT
- For Construction Pros
- Pinnacol Assurance
- Equipment Today
- Garland Morrison, field tech support specialist, Volvo Const Equip
- Andrea Marks, Trucker Nation
- NWZAW
- Overdrive



▶ 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!**

US Department of Labor Fines New Jersey Auto Parts Seller \$1.2M for 33 Workplace Safety, Health Violations Following Worker's Serious Hand Injury

OSHA inspection identifies willful, repeat, serious violations

On Sept. 9, 2021, the **Occupational Safety and Health Administration** initiated an inspection of a New Jersey auto parts seller after a vehicle lift crushed a worker's hand. The agency determined that the auto parts seller – operator of the automobile dismantling company – failed to have proper safeguards in place to protect employees from an accidental machine startup.

The inspection identified 33 workplace safety and health violations – including willful, repeat and serious citations – and resulted in proposed penalties totaling \$1,260,275. OSHA's inspection found that the store:

- Willfully failed to develop and use lockout/tagout and machine guarding procedures to prevent employees from being hit by the moving conveyor line.
- Willfully did not prevent fires, which happened frequently along the conveyor line when sparking tools ignited gasoline vapors.
- Willfully failed to keep an emergency egress clear.
- Did not protect employees from being caught in automobile lifts.
- Failed to equip employees with personal protective equipment or provide fire extinguisher training.
- Exposed workers to electrical, noise, machine guarding, crushing and flammable material hazards.

“By disregarding required safety protections, this auto parts seller contributed to a worker's serious and life-altering injury. If this company had complied with basic workplace safety standards and implemented safety programs, this incident could have been prevented,” said OSHA Regional Administrator Richard Mendelson in New York. “OSHA has extensive resources available to help employers recognize and minimize hazards, and ensure their employees are properly protected.”

The company had 15 business days from receipt of its citations (dated 3/4/2022) 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.

➤ Let this be a reminder that hand safety **SHOULD NOT** be overlooked ◀

Recall - Hilti Cut-Off Saw - *Please Read Carefully Below*

Hilti cut-off saw with the following serial numbers are affected:

DSH 600-X: 58120xxxx – 58202xxxx

DSH 700-X: 77120xxxx – 77202xxxx

DSH 900-X 14": 82120xxxx – 82202xxxx

DSH 900-X 16": 83120xxxx – 83120xxxx

Hilti wants to inform you, on a limited number of the above gas saw models, the washer on the screw that secures the blade is nonconforming to our material specs. This may pose a serious safety risk as fragments of a broken washer may break off and free-flight during operation, which can also lead to excessive blade wobble.

Read [complete information](#) (pdf)

important reminder

Injury Reporting

US Department of Labor required specific employers to submit 2021 injury, illness data by March 2, 2022

The U.S. Department of Labor's Occupational Safety and Health Administration reminds employers that the agency began collecting calendar year 2021 Form 300A data on Jan. 2, 2022. Employers must have submitted the form electronically by March 2, 2022.

Electronic submissions are required by establishments with 250 or more employees currently required to keep OSHA injury and illness records, and establishments with 20-249 employees classified in [specific industries](#) with historically high rates of occupational injuries and illnesses.

Visit the [Injury Tracking Application Electronic Submission of Injury and Illness Records to OSHA](#) for more information and a link to the Injury Tracking Application.

[Spanish version](#) available.



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.

Scarcity of Labor and Aging Workers to Widen Construction Labor and Skills Gaps



Yet, even with this late-season easing, most construction industry pundits expect labor and skills gaps to expand in 2022 and 2023, as funds under the Infrastructure Investment and Jobs Act and other COVID-19 relief stimulus continue to be released.

The construction industry has faced a growing skilled labor shortage for years. But conditions are expected to substantially worsen in 2022 and 2023.

While the construction industry has been facing a growing skilled labor shortage for years, COVID-19 pushed this shortfall to a far more critical level. Since the start of the pandemic, high levels of workers have exited the industry, or the workforce entirely, heightening longtime challenges in attracting and hiring the next generation and retaining existing talent.

“The pandemic resulted in a 14.5% decline in construction employment from February to April of 2020,” says Dr. Anirban Basu, chief construction economist, Marcum LLP. “Rather than helping the situation, that further exacerbated industry challenges by persuading some workers to enter retirement earlier than anticipated and inducing others to seek employment in other industries, including those that offer the ability to work remotely and/or on flexible schedules.”



With this and the ongoing exodus since, construction labor costs have continued to surge. The 2021 Marcum JOLTS Analysis – an annual analysis of the Bureau of Labor Statistics’ Job Openings and Labor Turnover Survey (JOLTS), produced by Marcum’s National Construction Services group – showed substantial increases in construction wages.

“Over the past 12 months, construction wages climbed 5.1%, increasing \$0.19 in January 2022 alone,” Basu points out. “Construction input prices have also raced higher. Not only does that squeeze industry margins, it jeopardizes industry recovery altogether by causing certain project owners to delay or cancel projects because of elevated bids.”

Unfilled Jobs at Record Levels

The JOLTS Analysis reports an average of 4.4% of construction jobs went unfilled in 2021, an historic level for the industry. “That was easily the highest proportion over the course of the two decades that the Bureau of Labor Statistics has monitored such things,” Basu states.

The difficulties in filling open positions worsened through much of the year, rising from 3.9% in January to 5.7% by October. The latter part of 2021 saw some signs of relief. “By December 2021, the proportion of positions that remained unfilled had declined to 4.3%,” says Basu, “though that remains well above the 2.5% average that prevailed during the decade preceding the pandemic.”



“As outlays from the infrastructure bill increase, construction spending will expand, exacerbating the chasm between supply and demand for labor,” Basu predicts.

Labor and Skills Gaps to Widen

Construction labor market conditions are forecast to worsen throughout the course of 2022 and 2023. A recent study by the Associated Builders and Contractors (ABC) estimates the industry will need to attract nearly 650,000 more workers this year on top of its normal pace of hiring. In 2023, it will need nearly 590,000 new workers above normal hiring levels – presuming that construction spending growth slows.

Unfortunately, there is still more to worry about. “An added concern is the decline in the number of construction workers ages 25-54, which fell 8% over the past decade,” says Basu. “Meanwhile, the share of older workers exiting the workforce soared.”



The median age of construction workers has risen, with the Center for Disease Control and Prevention reporting more than 1 in 5 at age 55 and older. This is particularly problematic for an industry with an average retirement age of 61.

A pre-pandemic study in 2019 predicted that 41% of the construction workforce was expected to retire by 2031. This percentage has undoubtedly grown during the COVID crisis. And worker numbers and skills have been unable to keep pace.

“Since 2011, the number of entry-level construction laborers has increased 72.8%, while the number of total construction workers is up just 24.7%,” Basu reported on behalf of the ABC. “More than 40% of construction workforce growth over the past decade is comprised of low-skilled construction laborers, who represent just 19% of the workforce.”

This means that the roughly 650,000 workers entering the construction workforce in 2022 will need to acquire specialized skills, and quickly.

This will place even greater pressure on construction industry workforce development efforts. “With many industries outside of construction also competing for increasingly scarce labor, the industry must take drastic steps to ensure future workforce demands are met,” Basu stresses.

Incorporate Safety Training When Onboarding New Plant Workers



Business inflection points are key events offering significant opportunities for change. Our actions at those times determine whether the opportunity is squandered or capitalized. The onboarding process for new plant workers is one moment that determines how a business is perceived and the safety culture imbuing an organization.

The onboarding process for new workers is seldom well-managed, seen by some as a disruption to daily operations and an impost on time. Often rushed, the bewildered new worker is overwhelmed with a flood of information, insincere presentations from junior functionaries, and an absence of meaningful dialogue. Yet, managed professionally, the onboarding process offers an impactful opportunity to baseline safety expectations and behaviors, underscoring the plant's safety culture.

The Importance of Safety Onboarding

The onboarding process for new hires offers the following opportunities beyond meeting regulatory mandates.

Studies from construction industry insurers show that new-hire workers experience work-related injuries more frequently than other employees. In [one example](#), more than 50% of workplace injuries occurred to workers employed less than 12 months. In 2015, claims filed for injuries to new employees in Colorado cost businesses over \$41 million. Safety onboarding can mitigate this harm.

Onboarding is a time to explain the safety expectations of all employees, forming a contractual relationship. When employees sign off on the safety onboarding, they implicitly state their understanding, agreement, and intended compliance with safety expectations, reporting, and site rules.

Employee onboarding must include engagement with senior management. It allows the CEO or their senior delegate to engage with new employees to explain the business, its culture, and its position regarding safety. The weight and gravitas from such engagement carry a greater impact than delegation of the role to a middle management functionary. It sends a strong message that both the employee and safety matter.

Whether or not the new plant worker has industry experience, they will not have insight into the company. There will be critical information specific to the business; rationales for the way things are done, stories of past safety issues, and introduction to safety processes and procedures. This information is crucial for safely integrating the new worker into the safety culture and history of the organization.

Business owners have a legal duty of care; yet, the moral duty of care is arguably more important. New employees need to know that their new company is not stepping through a process to be legally compliant. Rather, owners and managers are genuinely interested in ensuring that each employee returns safely to their home and family after work. The onboarding process is the time to display and convey that message.

Five Steps to Incorporate Safety Training

These five steps address strategic, tactical, and operational safety issues, offering a solid start to a whole-of-employment safety focus.

1. Senior representation

Devolving safety onboarding to safety practitioners is missing an important opportunity. The onboarding process should be formal, planned, and opened by a senior manager, preferably the CEO or Managing Director. Launching the onboarding gives the manager a feel of the personnel joining the company while imparting important safety expectations. It also creates a useful familiarity when the manager is touring the plant, encouraging dialogue on important issues.

2. Assign a mentor

[Assigning a mentor for new starters](#) is important, and selecting the correct person is critical in establishing the desired safety behaviors and cultural norms. The person should be a mature individual aligned to and reliably modeling the safety behaviors you wish newcomers to emulate. This assignment is not just for the first day. It's a role that should persist for as long as the newcomer needs it.

3. Outline of the safety strategy

Having a new hire sit for three days reading company safety policies misses an opportunity to outline the overarching and interrelated safety strategies, the thinking behind them, and the tactics supporting them. This dialogue helps the new plant workers find their place and familiarize themselves with their new tribe. Explain the safety prevention programs and touch on the safety policy's high points. Tell some good and bad stories to illustrate the challenges and successes the company regularly experiences.

4. Introduction to company-specific critical risks and mitigations

A generic safety onboarding serves no one. New plant workers need to know the critical risks that their new place of employment throws at them. What aspects of this business's operation, location, product, facility, or equipment might kill or harm. With the risks identified, what is in place to militate against, or mitigate, the potential for harm? Are there any life-saving or golden rules in place? If the new hire is a maintenance technician, is there an effective [maintenance training program](#) in place?

5. Implement a continuous learning process

New hires must receive a personalized safety onboarding plan. The plan should span the first month as a minimum, preferably three. Introducing the specifics needed to keep the individual safe while new to their job will gradually deepen to a more comprehensive and sophisticated safety understanding, expanding from listening and learning to active engagement and training of others.

Summary

An onboarding process is not simply regulatory compliance and pointing out the fire exits. It's a golden opportunity to engage with the hearts and minds open to new ways of working. Diligently performed and driven by the right values, it offers an opportunity to build an engaged and safe workforce, creating a workplace safety culture to make your business an employer of choice.

This year's annual **National Safety Stand-Down to Prevent Falls** will be held May 2-6.

Fatalities caused by falls from elevation continue to be a leading cause of death for construction employees, accounting for 351 of the 1,008 construction fatalities recorded in 2020 (*BLS data*).

Those deaths were preventable.

The **National Safety Stand-Down** raises fall hazard awareness across the country in an effort to stop fall fatalities and injuries.

What is a Safety Stand-Down?

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

Who Can Participate?

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

Partners

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

How to Conduct a Safety Stand-Down and [FAQs](#)

Companies can conduct a **Safety Stand-Down** by taking a break to have a toolbox talk or another safety activity such as conducting safety equipment inspections, developing rescue plans, or discussing job specific hazards. Managers are encouraged to plan a **Stand-Down** that works best for their workplace anytime. See [Suggestions to Prepare for a Successful "Stand-Down"](#) and [Highlights from the Past Stand-Downs](#).

OSHA also hosts an **Events page** with events that are free and open to the public to help employers and employees find events in your area. If you plan to host a free event that is open to the public, contact your [Regional Stand-Down Coordinator](#).

Visit the [campaign webpage](#) for updates.

Certificate of Participation

Employers will be able to provide feedback about their **Stand-Down** and download a **Certificate of Participation** following the **Stand-Down**.

Share Your Story With Us

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



Did You Know?

Falls are the main cause of death for construction workers, but they can be prevented. [Register for a Spanish language webinar on April 7](#) to learn how to organize or attend a [Fall Stand-Down event](#) and receive live training on properly using fall protection equipment and other required safety practices.

¿Sabías?

Las caídas son la principal causa de muerte de los trabajadores de la construcción, pero estas muertes se pueden prevenir. [Inscríbese en un seminario web en español el 7 de abril](#) para aprender cómo organizar o asistir a un evento de la [Campaña Nacional de Prevención de Caídas](#) y recibir capacitación en vivo sobre el uso adecuado del equipo de protección contra caídas y otras prácticas de seguridad requeridas.

US Department of Labor Announces Proposed Rule to Update Powered Industrial Trucks Standard for General Industry, Construction

The U.S. Department of Labor announced recently a **Notice of Proposed Rulemaking** by the department's **Occupational Safety and Health Administration** to improve worker safety and health by ensuring the agency's general industry and construction industry rules reflect current industry practice and state-of-the-art technology.

The [proposed rule](#) will update the design and construction requirements for **OSHA's** powered industrial trucks standards for general industry and construction, including fork trucks, tractors, platform lift trucks, motorized hand trucks and other specialized industrial trucks powered by an electric motor or an internal combustion engine.

Under the **proposed rule**, **OSHA** will update its general industry and construction standards for powered industrial trucks by adding references to the latest design and construction requirements published by the **American National Standards Institute** in conjunction with the **Industrial Truck Standards Development Foundation**.

The first standard for powered industrial trucks took effect in 1971, based on industry consensus standards in 1969. Since then, national consensus standards have been updated several times.

In addition to updating the design and construction requirements for future manufactured powered industrial trucks, the proposed rule will also address equipment manufactured before the effective date of the final rule.

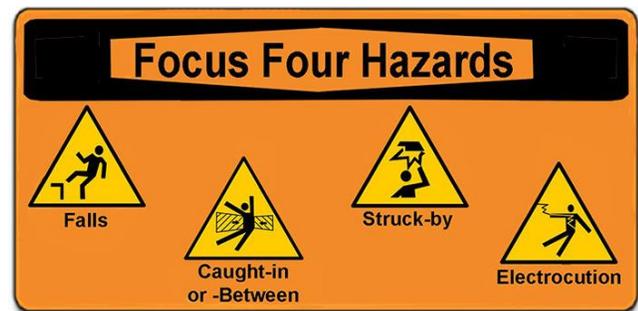
This proposal is part of a series of regulatory projects by **OSHA** to update nearly 200 consensus and industry standards to reflect the current versions of consensus and national industry standards.

Submit comments [online](#), identified by **Docket No. OSHA-2020-0008** at the **Federal eRulemaking Portal**. Read the [Federal Register notice](#) for submission instructions. Deadline for submitting comments is May 17, 2022.

Did You Know?

Electrocution is one of the [four leading hazards](#) faced by workers in the construction industry. As part of a joint effort to raise awareness about these hazards, OSHA, the Associated General Contractors of America and CPWR – The Center for Construction Research & Training hosted a free webinar March 22 on protecting workers from electrical hazards on construction job sites.

Get more information on the [Focus Four Hazards](#).



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!

How to Ready Your Excavator for Spring

SOURCE: Garland Morrison, field tech support specialist, Volvo Construction Equipment
Inspecting your equipment and getting it ready for spring will help you set the tone for a productive year.

For those of you working in colder climates, it may seem that winter will never end — but the snow will stop falling eventually and temperatures will rise. When that happens, it's time to get your excavator in gear for upcoming jobs.

I've been in the construction industry for 43 years, including over a quarter century with a Volvo Construction Equipment dealer in Alaska, so I know machines and I know the cold. Inspecting your equipment and getting it ready for spring will help you set the tone for a great year.

With that in mind, here are eight spring startup tips for your excavators:

1. **Fluids, filters and grease:** Check the levels of hydraulic oil, engine oil and coolants, fill accordingly, and replace all filters. Grease major points thoroughly.
2. **Seals:** Look for weeping or damaged seals and replace as needed. Note that black rubber (Nitrol) O-rings shrink in the cold, but after being cleaned and warmed up, they may reseal. So, make sure they're actually damaged before replacing them or calling in someone like me for something that's not a problem.
3. **Undercarriage:** Clean the undercarriage free of debris and adjust the tension. Check for loose track pads and repair as needed.
4. **Boom and arm:** Look for excessive pin and bushing wear, as well as any damage to hard lines and hoses. If there are signs of excessive "play," replace the pins and bushings. Do not wait; that could lead to an extensive repair job that causes significant downtime during the season. Also, shim the boom, arm and bucket to eliminate side play.
5. **Engine:** Inspect all belts to ensure they are properly tightened. Replace any that are cracked or otherwise damaged. Also check the integrity of all hoses, looking for signs of wear, cracking, swelling or damage from chaffing. Replace as needed. Assess the engine for oil and coolant leaks and address immediately. These are signs of what could become much bigger issues later if ignored.
6. **Battery:** Even if you removed the battery at the end of the season, inspect the terminals and posts, cleaning as necessary. Check the electrolyte levels and the specific gravity and top off the charge.
7. **Interior and exterior:** Thoroughly clean the cab and replace cab air filters. This helps protect the machine's electronics and makes the space more comfortable for you. I've pulled cab air filters out of a machine that are nasty — and that's the air the operator is breathing. Remove snow with a broom or blow it off with compressed air. When possible, move the machine into a warm storage facility to thaw any ice. Check that there is no ice around the swing mechanism, motor or transmission, as it can tear seals, leading to damage and downtime.
8. **Additional functions:** Be sure to check that the lights, wipers, heater and air conditioning are all in working order, addressing repairs as needed.



Preparing for Even Higher Temps

Summer can be hard on equipment, too, so here are a few additional uptime tips for when the temperatures keep climbing.

- **Run your AC properly.** One of the biggest issues we see in the summer is operators running the AC and having the doors or windows open at the same time. If you do that, all you're doing is putting unnecessary load on the AC component.
- **Fill the fuel and DEF tanks at the end of each day.** If you're down to the last quarter or so in the tanks, that fluid is extremely hot because of the return cycles. Hot fuel/fluid draws moist air through the breathers into the tanks, and even small amounts of water mixed in with your diesel will cause performance issues and maintenance hassles.
- **Manage your greasing intervals during hot spells.** Most OEMs have outlined greasing intervals in the operator manuals. It's very important to follow these guidelines, especially if you're in an extremely dusty or hot application where your grease may thin out faster or be exposed to more contaminants.
- **Give machines more time to cool down.** The most important component — and the reason for a normal condition, two-minute idle time before shutting off the key — is the turbocharger. Turbochargers are lubricated with engine oil and rotate at extremely high rpms. If not allowed to idle down, turbocharger shafts and bearings can be damaged.

Dealer and OEM Experts Can Help

You may choose to conduct machine inspections yourself or have a member of your team oversee the job. There is also the option to have a technician from a dealer or equipment manufacturer inspect the excavator. You could benefit from the expertise this technician has with the brands of excavators you run and with the experience they have from servicing machines from multiple customers. They could also look at fault codes; for example, a Volvo machine can provide a **MATRIS** (Machine Tracking Information System) report. This report provides an in-depth look at operator behavior and operation data throughout the life of the excavator. Other brands may have similar report capabilities.

Whatever approach you take, it's critical to perform thorough inspections to reduce the risk of downtime and costly repairs as you enter the spring season.

Work Zone Safety Awareness

April 11-15 is [National Work Zone Awareness Week](#) and the [National Stand-Down to Prevent Struck-by Incidents](#).

Work Zones are a sign to slow down.

With every construction zone comes equipment, workers, and daily changes in the road and alignment you may be traveling. As a result, it's critical you do your part to make the cone zones safe. Lower speed limits, flaggers and police enforcement are used to help keep work zones safe, but motorists still must drive responsibly to keep themselves and our workers safe.

Here are some work zone facts to put work zone safety into perspective:

- *Eighty-five percent of those killed in work zones are drivers and passengers.*
- *About 600 people die and more than 37,000 people are injured in work zone crashes nationwide.*
- *On average, in a typical five-day work week, seven motorists and one highway worker are killed nationwide.*

Participate in Work Zone Safety Awareness Week

The **National Work Zone Awareness Week (NWZAW)** has been successful in spreading awareness for work zone safety across the country because of participation from organizations and individuals just like you. Hundreds of companies and individuals reach out to ATSSA on social media each year using #NWZAW.

Everyone plays a role in work zone safety. NWZAW highlights the deadly dangers of inattention at highway work areas. Make plans now for the weeklong commemoration including:

- **Work Zone Safety Training Day** - April 11
- **National kickoff event** - April 12
- **Go Orange Day** - April 13
- **Social media storm** - April 14
- **Moment of Silence** - April 15

The moment of silence is new for 2022 and remembers the people whose lives were lost in a work zone incident. Find other [local events](#) submitted to this [website](#). Learn more on how you can participate and make your voice count on the importance of work zone safety. [#NWZAW](#) [#Orange4Safety](#)



Improve Tracking of Workplace Injuries and Illnesses

OSHA published a [proposed rule](#) on March 30, 2022 that would require:

- *Establishments with 20 or more employees, in certain high-hazard industries, continue to electronically submit Form 300A Annual Summary information once a year to OSHA.*
- *Establishments with 100 or more employees in the highest-hazard industries to submit Form 300 Log and Form 301 Incident Report information once a year to OSHA. These establishments would continue to be required to electronically submit information from their Form 300A Annual Summary.*

In addition, establishments with 250 or more employees, not in designated high-hazard industries, would no longer be required to electronically submit recordkeeping information to OSHA.

OSHA believes that the electronic submission of establishment-specific and case-specific information from the Forms 300 and 301 will improve workplace safety and health by:

- *allowing OSHA to use its resources more effectively by better enabling the Agency to identify workplaces where workers are at greatest risk from specific hazards, and to target its compliance assistance and enforcement efforts accordingly,*
- *improving the ability of employers to compare their own injury and illness data on hazards with the data from similar establishments in the same industry,*
- *improving the ability of stakeholders to make more informed decisions using recent establishment-specific, case-specific, injury/illness information, and*
- *improving research on occupational safety and health.*

You may submit comments on the [proposed rule](#) electronically to the federal docket folder (number [OSHA-2021-0006](#)) at [Regulations.gov](#). You may also review comments submitted by members of the public including workers and worker groups, affected industries, and other interested parties. In addition, you may examine all supporting materials for the proposed rule on this site. **The deadline for submitting comments is May 31, 2022.**

Heavy Equipment Operations Require Proper Training and Safety Applications



Operating heavy equipment increases a worker's risk of injury. However, this risk can be greatly mitigated with strong safety training and commitment to technology like equipment operator monitoring.

Engineers and construction professionals have developed monitoring technology and processes to enhance on-site security. Here are several ways operator monitoring can contribute to industrial and construction safety.

The Importance of Safety Applications

Nearly [20% of employee deaths](#) in America happen on construction sites. In 2019, about **5,333 individuals** died at work, meaning **1,067 builders** experienced fatal accidents. This industry is more dangerous than other sectors because it deals with heavy machinery.

There are **four major causes** of injury on construction sites, and many of them result in death. Nearly **33.5% of employee fatalities** result from falls. Inadequately tested or maintained machinery and materials can cause dangerous incidents.

Fortunately, both greater safety awareness and technological improvements have made preventing jobsite accidents easier each year. There are **five ways** construction site managers can enhance safety for equipment operators, with remote monitoring applications leading the way in terms of new technology.

1. Conduct a walkaround inspection

A traditional method of monitoring equipment safety is walkaround inspections. Conventionally, managers go from machine to machine, assessing their quality and identifying defaults. While the safety measures help prevent injury, utilizing technology can increase their efficiency.

One technology helping site managers access and record data is geographical information systems (GIS). They help professionals report audit and inspection information, enhancing the accuracy of records.

The technology also enhances the speed of inspections, helping managers regulate more equipment in a short amount of time. When professionals accurately and efficiently inspect the equipment, they can significantly decrease the number of on-site injuries and fatalities.

2. Inspect site conditions

Another way to improve the safety of equipment operations is by inspecting construction site conditions. When managers minimize on-site interferences, they decrease some of the common causes of on-site fatalities.

One technology improving inspections is drones. These machines help managers map and survey a construction site remotely, enhancing the safety of operations. They can specifically inspect roads, detect leaks and evaluate ground conditions. Additionally, drones may assess a building's stability, minimizing material fall risks.

The unmanned aerial vehicles (UAVs) also help managers quickly and accurately inspect a site. The technology's efficiency helps heavy machine operators get back to their jobs safely, reducing fatality risks.

3. Beware of load limits

Wear and tear on equipment can have adverse consequences over time. When machines carry loads over their limits, they are more susceptible to damage and defaults, increasing injury risks. Construction site managers should evaluate the limitations associated with each piece of equipment to enhance operators' safety.

Some workers try to modify their systems using trailers, straps and chains to accommodate different load weights. While the modifications offer short-term solutions, they are less secure than abiding by load limits.

4. Track equipment conditions with remote monitors

Engineers and construction professionals developed a technological device to help site managers monitor equipment conditions remotely. The technology uses the Internet of Things (IoT) to connect wireless sensors to the cloud, allowing managers to access necessary data from anywhere. When they identify defects in a heavy machine, they can efficiently alert a repair professional to fix the part before operators use the machinery.

Construction site managers can keep track of their equipment's health with this technology to extend their longevity. The device also reduces repair costs, identifying issues before significant damage occurs. It can connect to gearboxes, compressors, pumps and fans, decreasing any unnecessary damage.

5. Enhance workers' training programs

Another way site managers can improve equipment operators' safety is through efficient training programs. Engineers developed new technologies to support training for employees working on heavy machines. Managers are using simulators to teach workers adequate operation skills without the risk of injury or machine damage.

Once employees exceed the simulator training phase, they can move to on-site training. During the final stage, managers can track operators' moves and skills with GPS and smart sensors. The technology autonomously delivers information to remote monitoring professionals, increasing their safety during the initial phases.

Should You Advance Your Safety Applications?

As engineers conduct technological advancements, more safety-enhancing devices become available to construction site managers. Determining whether you should adopt new technologies is challenging, mainly because of their high costs.

Investing in them can significantly benefit an industrial site or construction company, improving the safety of working conditions and decreasing insurance costs.

Welcome To *Stand Up 4 Grain Safety Week*



Join grain safety experts as they share solutions to storage and handling during this year's *Stand Up 4 Grain Safety* virtual event April 4-8.

Because everyone deserves to go home from work each day, we have come together as an industry to take a **Stand for Safety**.

The *National Stand Up for Grain Safety Week* sponsored by the Alliance, a collaboration of agricultural industry groups, provides a collective industry focus on, and commitment to safety.

Stand Up History & the OSHA Alliance Program

The first *Stand Up for Grain Safety Week* was held in 2017 and began as an initiative between OSHA Region 7, and the Grain Elevator and Processing Society (GEAPS) Great Plains Chapter. Interest spread in this event, bringing in other OSHA Regions and grain industry leaders, proving the industry's commitment to growing a stronger safety culture through pooling their ideas and resources. The first *Stand Up* had 942 registered participants.



In 2018 OSHA and the National Grain and Feed Association (NGFA) entered into the National Alliance Agreement. Through this Alliance, OSHA and NGFA coordinated the *Stand Up for Grain Safety Week*, bringing in support and assistance from GEAPS and other leading organizations.

The following year (2019), the Alliance sought partners to plan and organize the *Stand Up Week*. The Alliance, along with GEAPS and the Grain Handling Safety Council (GHSC) coordinated, planned, and participated in the *Stand Up Week*.

The enhanced activities, resources, outreach and promotion efforts provided by the organizations resulted in an 18.4% increase in industry participation.

Capitalizing on the success of the *Stand Up* events, OSHA and NGFA will be renewing their Alliance, with the addition of GEAPS and GHSC as signatories. Incorporating GEAPS and GHSC, the Alliance will reach a more diverse audience in the grain industry through its initiatives, specifically reaching those at the worker level and in the production sector.

Today's *Stand Up for Grain Safety Week* continues to grow as the organizations combine their talents, resources, and knowledge to develop more training and educational offerings, expand partnerships with other industry organizations, and reach across the entire grain industry spectrum.

Small Changes. Big Impact.

Every year hundreds of employees are injured or die from preventable hazards while working in grain storage and handling. Safety doesn't need to be big to be effective.

This year, commit to safety by making small changes in the workplace or how tasks are performed to make a positive safety impact.

Visit the [campaign webpage](#) for updates, helpful interactive features, activities and available resources.

Join the Conversation | [#StandUp4GrainSafety](#)

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 recently published a final rule updating the civil penalty amounts that may be imposed for violations of certain DOT regulations, including **Federal Motor Carrier Safety Administration** regulations focused on in trucking-company audits.

DOT is required by Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015 ([pdf](#)) to adjust fine amounts each year based on inflation.

A final rule that published in the *Federal Register* Monday, March 21, made 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, to find the 2022 adjustment amount, had to multiply the previous penalty amount by the percentage change between the October 2021 Consumer Price Index for All Urban Consumers (*CPI-U*) and the October 2020 CPI-U, which for that period was 1.06222. Given this multiplier, all of the fine amounts increased. [The updated fines for FMCSA regulations violations can be seen here.](#)

Operation Safe Driver Blitz — Focus on Speeding

This summer's [Operation Safe Driver Week](#) targeting unsafe driving behaviors is scheduled for July 10-16, the **Commercial Vehicle Safety Alliance** announced recently.



Law enforcement personnel in the U.S., Canada and Mexico will be on roadways throughout that week issuing warnings and citations to commercial and passenger vehicle drivers engaging in unsafe driving behaviors, such as speeding, distracted driving, following too closely, improper lane change, drunk or drugged driving, etc.

Earlier in March, the U.S. Department of Transportation's National Highway Traffic Safety Administration released its latest [annual traffic crash report](#), showing that 38,824 lives were lost in traffic crashes nationwide in 2020 — the highest number of fatalities since 2007 — even as truck-involved fatalities were down. And while the number of crashes and traffic injuries declined overall, fatal crashes increased by 6.8%.

Due to speed-relating fatalities increasing by 17% in 2020, according to NHTSA's data, law enforcement officers will be keying in on identifying and targeting speeding during **Operation Safe Driver Week**.

The **Operation Safe Driver Program** was created to improve the driving behaviors of all drivers and reduce the number of crashes involving commercial motor vehicles on roadways through educational and traffic enforcement strategies. **Operation Safe Driver Week** was created by **CVSA** with support from federal agencies in Canada, Mexico and the U.S., the motor carrier industry, and transportation safety organizations.

Will the National Emergency Declaration's COVID Hours of Service Waiver Extend Again?

The "People's Convoy" continues to roll on, attempting to achieve the goal of ending the national emergency footing on which the U.S. government has found itself the last two years as it relates to COVID. Those national-emergency declarations bring with them new discretionary funding opportunities for federal agencies to direct to states, the ability to impose restrictions in some instances, too -- though in the U.S. that's primarily been seen at the local and state levels when it comes to restrictions on travel and gatherings, particularly early on in the pandemic but continuing in some measures today. At the federal level, we've got the cross-border vaccination requirement for non-U.S. citizens coming in, and Canada has imposed that measure for border crossings on U.S. haulers, too, as is well-known.

Yet there's more that can come along with an emergency declaration -- we see it routinely in the event of a hurricane or other weather-related disaster for relief haulers. Namely, regulatory flexibility. The supply-chain challenges that have continued to shift, and in some cases intensify since the beginning of the pandemic prompted the FMCSA in 2020, in short order after the emergency was declared in March, to waive certain parts of the hours of service for haulers of a big list of commodities that were being moved in direct-assistance efforts.

Since that time, those commodities have included the emergency restocking of items as uncommon as emergency medical treatments or as common as basic groceries.



With the waiver's recent [extension](#) through the end of May, Trucker Nation advocacy group's regulatory affairs lead, Andrea Marks, talked with [Overdrive](#) about progress on her organization's data-collection effort around independent carriers' use of the hours of service waiver. That collection effort is aimed at providing a base from which to study its connection to bedrock safety metrics.

That is, what's the safety record, what's the crash record say about all manner of haulers who've effectively been "self-regulating" these last two years?

The answer to that question, Marks and others wager, might well go a long way toward further enhancing hours of service flexibility. Further, as the convoy continues and the U.S. government in more ways has been signaling a potential return to normalcy as the latest COVID wave subsides, what's the likelihood of a further extension beyond May of parts of the hours waiver?

You can access Trucker Nation's data-collection effort around use of the COVID hours waiver via this [link](#). In the podcast, Marks speaks to [answers](#) she received directly from FMCSA about issues she sees in terms of enforcement variability when it comes to the waiver's use.

'Unpopular Opinions' on the Entry Level Training Regs Newly in Effect

Andrea Marks of Trucker Nation voices what she says might be "unpopular" opinions about the [Federal Motor Carrier Safety Administration's](#) new [Entry Level Driver Training regulations](#), in effect since early February. Marks, also involved in the small fleet operations of her family's small trucking companies pulling livestock from a Colorado home base, calls herself a "huge proponent" of the new regs -- she thought much of the trucking world, including owner-operators, was with her there.

Yet there's a strong undercurrent of antipathy to the regs among some drivers and owners -- of a couple of different flavors.

One argument says the training regs don't go far enough. They don't mandate for trainers and trainees a specific amount of behind the wheel instruction in the form of a number of hours to meet, for instance. Rather, the regs base assessment on proficiency, on a trainee's ability to perform the tasks required. The regs do mandate that behind the wheel training be a part of any trainer/trainee's curriculum, though the time required can vary by program or, necessarily, by student.

The second argument is something of the opposite -- that the new regs put too much formalization on a process that has traditionally been a more informal, learn-on-the-job apprenticeship type of training, particularly for many in the small-trucking community across the nation. Those who criticize the Entry Level training regimen this way worry that apprenticeships are on their way out the door. One small fleet owner in Utah stated that his operation fully intends to continue its own private, in-house apprenticeship training effort, very much of the old-school variety, with new procedures in place to conform with the new rules.

At the same time, with a couple trainees in progress as of late January, the folks at that Utah operation were moving rather quickly with hopes of getting those trainees through the entire process before the early-February training rule deadline, after which the company would have to comply with numerous new reporting and documentation requirements. Avoiding added processes and paperwork is certainly understandable, but it also feels like a bit of acknowledgement that some aspects of the old-school model just don't fit the new rule, at least not exactly, anyway.

In the push and pull over regulatory influence, Marks emphasizes, more engagement in regulatory processes, including comment-period participation, is needed to ensure influence on the evolution of trucking -- the training rule perhaps provides a case example of such evolution and the relative absence of participation.

CVSA Announces Roadcheck Inspection Blitz Dates, OOS Criteria Changes

The **Commercial Vehicle Safety Alliance** has announced this year's **International Roadcheck** inspection blitz will be held **May 17-19** with a focus on wheel ends. ([link](#))

During the **72-hour inspection initiative**, commercial motor vehicle inspectors in Canada, Mexico and the U.S. will conduct **North American Standard Inspections** of trucks, buses and drivers at weigh and inspection stations, on roving patrols, and at temporary inspection sites.

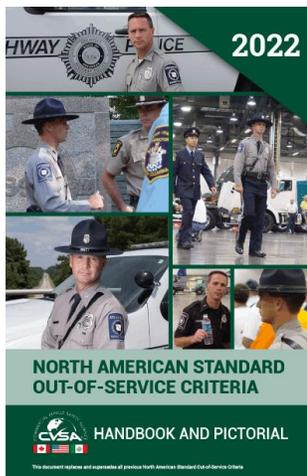


Each year, **CVSA** focuses on a **specific aspect** of a roadside inspection. This year, the focus will be on wheel ends. **CVSA** says violations involving wheel end components historically account for about **one quarter** of the vehicle out-of-service violations discovered during **International Roadcheck**, and past **Roadcheck** data routinely identified wheel end components, excluding brakes, as a **top 10 vehicle violation**.

During **International Roadcheck**, commercial motor vehicle inspectors examine trucks and buses and the driver's documentation and credentials using **CVSA's North American Standard Inspection Program** procedures, which are the uniform inspection steps, processes and standards established to ensure consistency in compliance, inspections and enforcement. Using the **North American Standard Out-of-Service Criteria**, also established by **CVSA**, inspectors identify critical violations that, if found, require the inspector to restrict the driver or vehicle from travel until those violations or conditions are addressed.



Download the 2022 International Roadcheck focus area flyer in [English](#), [French](#) or [Spanish](#).



In related news, CVSA's updated out-of-service criteria handbook is now [available](#) for purchase in print and electronic formats. All formats are available in English, Spanish and French-Canadian versions. Coming soon, the alliance said, would be updates to its smartphone app version of the criteria.

The newly updated criteria go into effect on April Fool's Day, 2022.

As in past years, **CVSA** released a briefing document you can download via this [link](#) spelling out what exactly was changed for this year in a book that, while updated, largely remains intact year to year.

Trucking-applicable updates include more clarity around chafed air hoses that qualify for out of service treatment. The issue was addressed with the Society of Automotive Engineers, **CVSA** said, and brake manufacturers to ultimately determine that when the *"reinforcement ply layer is frayed, the hose should be placed OOS based on the degradation of the integrity of the hose and the danger of it failing."*

Various other brake-related clarifications were made, and a particular OOS lighting condition's language was updated to combat the situation of some inspectors *"using this section incorrectly and applying it to electric brakes as well,"* **CVSA** said. For further clarity, **CVSA** updated the particular section to reinforce lighting-only application of the criteria.

During **Roadcheck**, trucks that successfully pass a North American Standard Level I or Level V Inspection without any critical vehicle inspection item violations may receive a **CVSA decal**. In general, the intent of the decal is to help inspectors prioritize equipment they are inspecting. **CVSA** said most inspectors won't re-inspect a decal truck or trailer during the three months while the decal is valid.

"We want every vehicle on our roadways to be in proper working order for the safety of the driver operating that vehicle and everyone traveling on our roadways," said **CVSA** President Capt. John Broers with the South Dakota Highway Patrol.



DOT Publishes Notice of Proposed Rule Making – Oral Fluid Testing and more...

Published (February 28, 2022, 8:18 AM) in the *Federal Register* is a DOT Notice of Proposed Rulemaking (NPRM). The NPRM is available at this [link](#), and also on the [ODAPC webpage](#).



The proposals in the NPRM include:

1. *Permit Oral Fluid testing as an alternative drug testing method for DOT-regulated workplace testing,*
2. *Harmonize, as needed, with the new Mandatory Guidelines for Federal Workplace Drug Testing Programs established by the U.S. Department of Health and Human Services,*
3. *Allow direct observation urine collections by any licensed or certified medical professional legally authorized to take part in a medical examination in the jurisdiction where the collection takes place,*
4. *Allow MRO staff to contact pharmacies to verify a prescription that an employee provided,*
5. *'Un-cancel' a test that was 'cancelled' by the MRO if circumstances dictate,*
6. *Allow the use of options of official identification numbers issued by State or Federal authorities to be used instead of Social Security Numbers,*
7. *Laboratories provide to DOT bi-annually data that is categorized by test reason and specimen type,*
8. *Laboratories withdrawing from the National Laboratory Certification Program provide DOT with the final data report for the reporting period in which they withdrew,*
9. *Laboratories would be required to keep non-negative specimens for only 90 days,*
10. *Require that the phone number provided on the Federal Drug Testing Custody Control Form for collectors connect directly to the collector and/or the collector's supervisor and not a general call center,*
11. *Remove provisions that no longer are necessary (such as compliance dates),*
12. *Remove the 'cross-reference' sections found at the end of the 'subpart' sections,*
13. *Add clarifying language to other provisions (such as updated definitions and web links where necessary), and*
14. *Allow Substance Abuse Professional (SAP) to conduct evaluations virtually.*

Note: DOT is extending the comment period for its NPRM to amend, among other things, its transportation industry drug testing program procedures regulations, 49 CFR part 40, to include oral fluid testing.

The closing date for submission of comments is extended to April 29, 2022.

Recent Vehicle Rollover Accidents - Safety Alert [\(pdf\)](#)



Miners continue to die in rollover accidents.

Fatalities occurred when vehicles flipped over backwards, rolled over, and tipped over on their sides.

- Deceased miners were operating haul trucks, excavators, bulldozers, front end loaders, and service trucks while working or traveling near the edge of dump sites, elevated roadways, embankments, ponds, and excavations.

Numerous other serious injury and close call accidents occurred involving haul trucks, water trucks, excavators, motor graders and pickup trucks. Contributing factors included the non-use or unbuckling of seat belts; jumping from vehicles; brake failure; distracted driving; loss of vehicle control; traveling or working too close to unconsolidated roadways; inadequate berms; pushing through berms; and failure to perform workplace examinations.

Best Practices:

- **Examine and maintain the workplace:** dump sites, roadways, ramps and berms. Unload on level, stable ground behind the dump berm or block, well back from the edge or with spotter assistance.
- **Maintain control of the vehicle:** operate at safe speeds, especially on curves, and when turning or cornering; center the vehicle in the travel lane; avoid distractions.
- **Establish traffic rules:** post signage where necessary and ensure these rules are followed.
- **Maintain vehicles in good condition:** brakes; wheels and tires; steering/operating controls; lights; windows; and wipers.
- **Ensure that seat belts are maintained in good condition and worn at all times:** remain inside the cab; never attempt to jump clear; consider the use of four-point seat belt systems and new technology that provides early warning of tipping.



Make sure miners and mine operators are trained in best practices.

MSHA Penalty Assessments & Payments

Proposed penalties for safety and health violations are assessed by MSHA's *Office of Assessments* according to a formula that considers five factors:

- 1) history of previous violations;
- 2) size of the business;
- 3) any negligence by the operator;
- 4) gravity of the violation; and
- 5) the operator's good faith in trying to correct the violation promptly.

These factors are determined from the inspector's findings, MSHA records, and information supplied by the operator. A sixth factor, the effect of the penalty on the operator's ability to stay in business, is considered when an operator submits information in that regard. More detail on these criteria, and a Penalty Conversion Table, are available in [30 CFR Part 100](#).

In cases involving extreme danger or willful violations, the *Office of Assessments* may determine that a higher *Special Assessment* is appropriate. In addition, if a mine demonstrates a pattern of Significant and Substantial violations, the agency could place the mine on a *Pattern of Violations* (POV).

A Proposed Assessment and Statement of Account is mailed to the mine operator. Upon receipt, a mine operator has 30 days to pay or *contest the citation or penalty* to the *Federal Mine Safety and Health Review Commission*. If a penalty becomes 120 days delinquent, it is referred to the Department of Treasury for collection.

Penalties may be paid electronically at [Pay.Gov](#), a service of the U.S. Treasury, or by U.S. mail using a remittance coupon included in the assessment statement.



just some food for thought ...

It Might Be Time to Rethink Industrial Facilities' Cleaning and Disinfecting Practices

SOURCE: Michael Wilson, VP, Marketing & Packaging - AFFLINK
Dec 16, 2021



Over the past 20 months, many industrial facilities have implemented a variety of intensive cleaning and disinfecting regimens to keep their facilities and their staff healthy. But as we move into 2022 and with the pandemic ebbing, some administrators are reconsidering these measures, wondering if they are still necessary.

Their timing is right. While not knowing how bad things would get this winter, as of November 2021, the number of infections and deaths from COVID-19 had gone down significantly. Further, several public health officials predicted that even if there was an upsurge of infections this winter, it would be far smaller than what we saw in the winter of 2020.

But there is another reason industrial facilities are reconsidering these intensive cleaning and disinfecting measures. The cause of concern is disinfectants. While they have certainly served us well, historically and during the pandemic, we also know that chemical disinfectants can be detrimental to the product user, building user, and environment.

Making matters worse, we are now learning that many industrial facilities, offices, schools, health care centers, and others have been over disinfecting. So much so, it even has a name: *indiscriminate disinfecting*.

“Disinfectants and sanitizers are essential preventive agents against the coronavirus disease,” according to a recent study published in *Environmental Science and Pollution Research*. “However, the pandemic crisis was marred by undue hype, which led to the indiscriminate use of disinfectants and sanitizers.” *

The researchers went on to say that “despite disinfectants demonstrating a beneficial role in the control and prevention of COVID-19, there are crucial concerns regarding the large-scale use of disinfectants and sanitizers, including the side effects on human and animal health along with harmful impacts exerted on the environment and ecological balance.”

So, when it comes to cleaning and disinfecting to protect the health of their staff, it looks like administrators of industrial locations have two key concerns to grapple with in the new year:

1. Should they return to the cleaning programs in place before the pandemic?
2. If not, should they continue using substantial amounts of chemical disinfectants?

Let's take a closer look at both to find the answers.

Aggressive cleaning and disinfecting

Many public health officials and leaders in the professional cleaning industry view the coronavirus pandemic as a long-overdue wake-up call. While it's been 102 years since the last pandemic, the consensus today is that we will not be waiting another century for the next one.

“Pandemics like COVID-19 and the Spanish flu of 1918 are relatively likely,” said William Pan, Ph.D., associate professor of global environmental health at Duke University. “Understanding that pandemics aren't so rare should raise the priority of efforts to prevent and control them in the future.” Every year, the odds of having another pandemic as severe as COVID-19 increases by 2 percent, according to Professor Pan. This means another pandemic may occur in the next 50 years, not 100, as happened with the Spanish Flu.

One key reason for this is the much greater globalization of the world. A disease that starts in China, for instance, can quickly spread to other countries in a variety of different ways.

And this is nothing new. The Great Plague of London first started in China in 1334, and it spread along trade routes between China and England, wiping out entire towns as traders entered these towns. Ultimately, Europe lost 25 million people due to the Great Plague of London.

This tells us that industrial facilities can't let down their guard. With increased globalization and the anticipation of more frequent pandemics, we cannot turn to older cleaning and disinfecting measures. More thorough and effective infection control and prevention strategies are needed from now on. However, does this mean huge volumes of chemical disinfectants are necessary?

The use of chemical disinfectants

This leads us to our **second quandary**: should the **administrators of industrial facilities** continue using **substantial amounts of chemical disinfectants**?

So we are **all on the same page**, chemical **disinfectants** refer to **liquid disinfectants** that are **EPA-registered**, meaning they are **approved** for use in the **United States**. Typically, they are **diluted** with water **per the manufacturer's** recommendations. Further, **most disinfectants** are manufactured with **quaternary ammonium compounds**, better known as **QACs** or "**quats**."

We mentioned earlier that **disinfectants** could be **harmful** to the user and **environment**; this is **especially true** if they **contain QACs**. "The **increased use** of **QACs** is concerning as **exposure** to these **compounds** has **been associated** with adverse effects on **reproductive** and **respiratory systems**," reports a **recent research paper**.**

In fact, the **researchers found** that the **increased use** of **disinfectant** was so **widespread during the pandemic** that it was **even found** in **dust collected** from **surfaces**. "Our findings **raise concerns** about **increased** and **ongoing exposure** to these **chemicals** during the **ongoing pandemic**."

If we **must continue** an active **cleaning** and **disinfecting routine** going forward, but **we need** to use **fewer chemical disinfectants**, what options do **administrators** have? One **technology** getting **considerable attention** is the use of **ultraviolet (UV) technology**, and it's **UV-C light** that's of **particular interest**.

UV-C light is produced **electronically** using **UV-C lamps**. These lamps are **often called germicidal** lamps because they can **disrupt** or **deactivate** the **DNA** and **cell functions** of potentially **harmful microorganisms**. This makes them an **effective way** to eliminate (kill) **bacteria**, **germs**, and **pathogens on surfaces** — even those that **can cause the coronavirus**.

A study in the **American Journal of Infection Control** concluded that "**SARS-CoV-2** could effectively be **inactivated** by **UV-C irradiation**." Additionally, the **researchers pointed out**:

UV-C is a **highly effective method** to **inactivate** the **coronavirus SARS-CoV-2**, even at the **higher viral load** levels found in **research laboratories** or **diagnostic material** taken from the **respiratory tract** of **COVID-19 patients**.***

During the **pandemic**, **public transportation systems** used **UV-C systems** in **busses** and **subways** to **disinfect the air** and **surfaces**. They are **also installed inside** air ducts to **disinfect air** as it is released.

In an **industrial facility**, administrators can **place UV-C air purifiers** or **UV-C lamps** in many areas of the **facility**, such as **restrooms**, **kitchens**, **even in open work areas** that need **special disinfecting** attention. The **one caveat** is that once **these systems** are **turned on**, while they are **operating**, no one **should be in the area** where the **purifier or lamps** are being used. **Exposure to UV-C** can be **harmful** to the skin and **eyes**.

To help **ensure safety**, at least **one manufacturer** supplies **remote controls** so that these **systems can be turned on** and off before **building tenants** enter **areas** where the **UV-C systems** are being used.

Hopefully, we have **answered** the questions **put forth above**.

Can we return to cleaning procedures in place before the pandemic?

Not if we want to be **safe**, and more important, **ensure the health** and safety of **our cleaning workers** and **building users**.

Should we continue using large amounts of chemical disinfectants?

When the pandemic began, administrators and **cleaning professionals** were **scrambling** to find ways to **deal with the crisis**, which is why we **turned to chemical disinfectants** so **aggressively**. But we have **learned quite a bit** since then. We need to **investigate disinfecting** alternatives. The use of **UV-C** is **one to consider**.

* A sanitizer reduces the microbial population on a surface, while a disinfectant all the germs and bacteria on a surface, provided it is used correctly and designed to target those specific pathogens.

** Zheng G, Filippelli G, Salamova A. Indoor Exposure to Commonly Used Disinfectants During the COVID-19 Pandemic. ChemRxiv. Cambridge: Cambridge Open Engage; 2020; A research paper.

*** Napolitano NA, Mahapatra T, Tang W. "The effectiveness of UV-C radiation for facility-wide environmental disinfection to reduce healthcare-acquired infections." American Journal of Infection Control. December 2015.

Additional Source: "The role of disinfectants and sanitizers during COVID-19 pandemic: advantages and deleterious effects on humans and the environment," by Dhama K, Patel et al., Environmental Science and Pollution Research, July 2021.

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