



MJS Safety EXPANSION

• **We've Doubled our Office Space** •
More Room for Fit Testing, Audiometric Testing
and Operator Qualifications
As Well As Drug Testing Collections

▶ **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 Oct 2019:** • *TRAINING CENTER - 1760 BROAD ST, UNIT H, MILLIKEN, CO 80543* • [read more...](#)

OSHA / CONSTRUCTION NEWS SUMMARY

▶ **OSHA Reveals Top 10 Violations for 2019 at NSC Congress & Expo**

The National Safety Council (NSC) and OSHA announced the preliminary Top 10 most frequently cited workplace safety violations for fiscal year 2019. [read more...](#)

▶ **Hazard Alert Addresses Work-Related Traumatic Brain Injuries in Kentucky**

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▶ **OSHA Standards Improvement Project Final Rule**

As part of the Standards Improvement Project, OSHA revised 14 existing standards in the recordkeeping, general industry, maritime, and construction standards. [read more...](#)

TRANSPORTATION NEWS SUMMARY

▶ **2019 Roadcheck Nabs 17.9% of Vehicles and 4.2% of Drivers**

Commercial vehicle inspectors conducted more than 67,000 inspections...in June, putting 12,019 commercial vehicles and 2,784 drivers out of service. [read more...](#)



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Trucking companies are being warned against scams that ask for money to file their DOT biennial update. [read more...](#)

▶ **Trucking Law: Protecting yourself during a traffic stop**

Many are concerned about handling traffic stops and minimizing the damage that can come from a citation. [read more...](#)



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Another technology company that manufactures mirrorless rearview camera systems for trucks is petitioning the **Federal Motor Carrier Safety Administration** to allow its system to be used on trucks in the United States. [read more...](#)

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This secure online database will provide access to real-time information, ensuring that drivers committing these violations complete the necessary steps before getting back behind the wheel, or performing any other safety-sensitive function. [read more...](#)

▶ **FMCSA GIVES TWO EXTRA WEEKS TO COMMENT ON HOS REFORMS**

The **FMCSA** is extending the comment period for its proposed hours of service changes for 14 days, through Oct. 21. [read more...](#)

▶ **Dangers of Hemp Hauling: Truckers caught in the weeds of federal-state conflict**

Truck drivers should be wary of transporting hemp across state lines while the **USDA** continues work on regulations that will prohibit states from impeding the interstate transport of industrial hemp. [read more...](#)



▶ **Plan to Overhaul CSA Scoring Faces Major Hurdles**

The **Federal Motor Carrier Safety Administration's** plan to rework its **Compliance, Safety, Accountability** safety scoring program overall is sound, but potential major challenges could impede the agency's ability to implement its plan to shore up **CSA's** ability to accurately assess carriers' safety performance. [read more...](#)



▶ **As Marijuana Laws Change, Does Trucking Need to Adapt?**

Could the trucking industry, long-plagued with high driver turnover and a need for new driver entrants, be missing out on a swath of potential drivers due to its strict no-marijuana-use policies? [read more...](#)



MSHA NEWS SUMMARY

▶ **Heavy Equipment Tire Maintenance: A LITTLE TIME CAN PRODUCE BIG SAVINGS**



Unless you do the math, you may not realize that after labor and fuel, tires are your third-highest operating cost on a wheeled piece of heavy equipment. [read more...](#)



▶ **Fatality Alert: Miner fatally injured in slip and fall accident, 16th fatality of 2019**

The **Mine Safety and Health Administration (MSHA)** issued a **Fatality Alert** after a miner was fatally injured in a fall from heights. [read more...](#)



MONTHLY SAFETY & HEALTH TIP NEWS SUMMARY

▶ **Time to Think about Getting a Flu Vaccination**

CDC recommends a yearly flu vaccine as the first and most important step in protecting against influenza and its potentially serious complications. [read more...](#)

▶ **Trench Safety Numbers to Know**

Utilities and **contractors** have **compelling reasons** to take **trench safety seriously**. Not only is the industry **facing** an upward trend in **trench** and **excavation** fatalities, but **organizations** which run afoul of **OSHA's** trench and **excavation regulations** risk **being fined** or even **shut down**. [read more...](#)

MJS SAFETY TRAINING ANNOUNCEMENT

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

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

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

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

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

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

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

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

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

MJS SAFETY — your "GO TO" Safety Resource in 2019

"SAFETY STARTS WITH YOU"

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

Just Some of the Courses Offered Include:

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

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

Schedule of classes Oct 2019: TRAINING CENTER - 1760 BROAD ST, UNIT H, MILLIKEN, CO 80543

- PEC Safeland Basic Orientation: October 8, 21, 30; 8 - 4:30
• First Aid/CPR/AED/BLOODBORNE PATHOGENS (We offer MEDIC FIRST AID): October 10, 29; 8 - noon
• TEEK H2S Operator Training - Awareness (ANSI Z390-2017 Course): October 10, 29; 12:30 - 4:30
• HAZWOPER 40 Hour Course (students must attend all 5 days): September 27, October 2, 3, 9, 11

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

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

GO TO mjssafety.com FOR UP-TO-DATE CLASS LISTINGS
To sign up for one of these classes, or inquire about scheduling a different class
Call Carrie at 720-203-4948 or Jeremy at 720-203-6325 or Mike at 303-881-2409

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

Unable to attend a class?

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

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www.mjssafety.com
Jeremy 720-203-6325
Carrie 720-203-4948
or Mike 303-881-2409

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

~ MANY COURSES ARE ALSO AVAILABLE IN SPANISH ~

FOR ADDITIONAL INFORMATION CALL

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■ PEC/Premier
■ PICS
■ BROWZ
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SOURCES FOR THIS ISSUE INCLUDE:
OSHA
FMCSA
ISHN
Transport Topics
CCJ
OVERDRIVE
MSHA
CDC
Aggregates Mgr.
National Safety Council
Safety & Health Mag.
Utility Contractor
United Rentals



OSHA Reveals Top 10 Violations for 2019 at NSC Congress & Expo

The National Safety Council (NSC) and OSHA announced the preliminary Top 10 most frequently cited workplace safety violations for fiscal year 2019. Patrick Kapust, deputy director of OSHA's Directorate of Enforcement Programs, presented the Top 10 on the Expo floor as part of the NSC Congress & Expo in San Diego, the world's largest annual gathering of safety professionals.

While the rankings for OSHA's Top 10 most cited violations typically vary little from year to year, it is important to refresh on this critical information. Fall Protection – General Requirements (1926.501) tops this year's list for the ninth consecutive year. Meanwhile, Eye and Face Protection (1926.102), a newcomer to last year's list, remains in the No. 10 spot.

"Far too many preventable injuries and deaths occur on the job," said Lorraine M. Martin, president and CEO of the NSC. "The OSHA Top 10 list is a helpful guide for understanding just how adept America's businesses are in complying with the basic rules of workplace safety. This list should serve as a challenge for us to do better as a nation and expect more from employers. It should also serve as a catalyst for individual employees to re-commit to safety."

The Top 10 for FY 2019 are:

1. [Fall Protection](#) – General Requirements (1926.501) 6,010
2. [Hazard Communication](#) (1910.1200) 3,671
3. [Scaffolding](#) (1926.451) 2,813
4. [Lockout/Tagout](#) (1910.147) 2,606
5. [Respiratory Protection](#) (1910.134) 2,450
6. [Ladders](#) (1926.1053) 2,345
7. [Powered Industrial Trucks](#) (1910.178) 2,093
8. [Fall Protection – Training Requirements](#) (1926.503) 1,773
9. [Machine Guarding](#) (1910.212) 1,743
10. [Eye and Face Protection](#) (1926.102) 1,411
(Preliminary figures as of Aug. 15, 2019)

A more in-depth look at the Top 10 violations for 2019 will be published in the December edition of [Safety+Health magazine](#), a National Safety Council publication.

Hazard Alert Addresses Work-Related Traumatic Brain Injuries in Kentucky

The Kentucky Injury Prevention and Research Center has issued a [hazard alert](#) after data from 2016 showed that 405 workers in the state were treated in emergency rooms for job-related traumatic brain injuries.

Another 63 workers required hospital admission, resulting in an average stay of 6.1 days while costing employers more than \$5.2 million. KIPRC research shows that the leading causes of work-related TBIs in the state are falls, struck-by or against incidents, and motor vehicle crashes.

The hazard alert analyzes three TBI fatalities that occurred in 2017:

- A motor vehicle crash in which an electric company worker, who was not wearing a seat belt, struck a stalled vehicle when attempting to pass a semi-truck.
- A drywall installer who fell after stepping onto an unsecured walking plank without fall protection while positioning guardrails on mobile scaffolding.
- A logging employee who was struck by falling limbs from an adjacent tree while performing felling work.

The alert recommends employers:

- Enforce a strict seat belt policy for employees who drive for work purposes and prohibit cellphone use while driving.
- Regularly inspect and repair company vehicles through a preventative maintenance program.
- Follow section 1926.501(b)(1) of the OSHA standard for Fall Protection – General Requirements, which states: "Each employee on a walking/working surface (horizontal and vertical surface) with an unprotected side or edge that is 6 feet or more above a lower level shall be protected from falling by the use of guardrail systems, safety net systems or personal fall arrest systems."
- Ensure employees working on jobsites where the potential for falling objects exists wear hard hats that conform to ANSI Z89.1-2014. Replace hard hats frequently used in direct sunlight more often than those not regularly exposed to the sun.

Also included are other resources to help mitigate workplace TBI injuries, including those from the Centers for Disease Control and Prevention and the Mayo Clinic.

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 American working men and women by setting and enforcing standards, and providing training, education, and assistance.

OSHA Standards Improvement Project Final Rule

As part of the **Standards Improvement Project**, **OSHA** revised **14 existing standards** in the recordkeeping, **general industry**, maritime, and **construction standards**. The rule changes **took effect** on **July 15, 2019**. The purpose of the **Standards Improvement Project** is to **remove** or **revise outdated**, duplicative, **unnecessary**, and inconsistent **requirements** in **OSHA's safety and health standards**. This will **permit** better **compliance** by employers and **reduce costs** and paperwork **burdens** where possible, without **reducing employee** protections. According to **OSHA** many of the **revisions** in this **rulemaking** reduce **costs** while **improving worker safety and health** or privacy. Below are **three areas** in which **OSHA** made **revisions**.

Lifeline breaking-strength requirement

The **breaking strength** of a **lifeline** is the **maximum load** that it can **carry** without failing or **breaking**. The **minimum breaking-strength** requirement for **lifelines** in the safety belts, **lifelines**, and lanyards **standard**, § **1926.104(c)**, has been **5,400 pounds**. **OSHA** revised the **minimum breaking-strength** requirement for these lifelines from **5,400** to **5,000 pounds**. This revision **conforms** to **1926.104(c)** with the **breaking-strength** requirements in the **fall protection** standard at **1926.502(d)(9)**.



Process Safety Management of Highly Hazardous Chemicals

To avoid **unnecessary** duplication, **OSHA** replaced the **entire 31 pages** of regulatory text for the **Process Safety Management of Highly Hazardous Chemicals (PSM) Standard** for construction at § **1926.64** with a **cross reference** to the **identical general industry** standard at § **1910.119**. Other **construction** standards have **similar** cross references to **corresponding general** industry standards; for example, the **Respiratory Protection Standard** for construction at § **1926.103** refers to the general industry **Respiratory Protection** Standard at § **1910.134**.

Collection of Social Security Numbers

Recognizing the seriousness of the **threat** of **identity theft** and the **availability** of **other methods** for tracking **employees** for **research purposes**, if needed, **OSHA** examined **SSN collection** requirements in its **standards**. Based on this **review**, **OSHA** **removed** all **requirements** in its **standards** to include **employee SSNs** on exposure **monitoring**, medical surveillance, or **other records** in order to **facilitate employers'** efforts to **safeguard employee privacy**. Specifically, **OSHA** **deleted** the **requirements** to include an employee's **SSN** from **19 standards**. Some of these **standards** include **Asbestos**, **Lead**, **Bloodborne Pathogens**, and **Respirable Crystalline Silica**.



You can **access** the **Final Rule** online at www.federalregister.gov.

2019 Roadcheck Nabs 17.9% of Vehicles and 4.2% of Drivers

Commercial vehicle inspectors conducted more than **67,000 inspections** during a **stepped-up three-day enforcement effort** in June, putting **12,019 commercial vehicles** and **2,784 drivers out of service**.

That represents a **17.9% overall vehicle out-of-service rate** and **4.2% driver out-of-service rate**.

The **2019 Commercial Vehicle Safety Alliance's International Roadcheck** event was conducted **June 4-6**, during which more than **13,000 inspectors** spent **72 hours identifying** and removing **unsafe heavy trucks** and buses from the roadways in the U.S. and Canada.

This year's **special focus** was on **steering and suspension systems**. Inspectors **identified 408 steering violations** (2.5% of all out-of-service vehicle violations) and **703 suspension violations** (4.3% of all out-of-service vehicle violations) during event.

Nearly **46,000** of the **total number** of inspections were **Level I inspections**, where **21.5%**, or **9,817**, of **vehicles** were placed **out of service**. Level I inspections are the **most comprehensive**.

CVSA said that the **out-of-service rate** for **45,400 Level I inspections** was **21.6% in 2018** and **23% in 2017**. The rate of drivers placed **out of service** for all **Level I, II and III inspections** was **3.9% in 2018** and **4.7% in 2017**.



The **vehicle portion** of an inspection includes **checking critical vehicle inspection items such as:** brake systems; **cargo securement**; coupling devices; **driveline/driveshaft**; driver's seat (*missing*); exhaust systems; **frames**; fuel systems; **lighting devices** (*headlamps, tail lamps, stop lamps, turn signals and lamps/flags on projecting loads*); **steering mechanisms**; suspensions; **tires**; van and open-top trailer bodies; **wheels, rims and hubs**; and windshield wipers.

The **five most common vehicle violations** detected by inspectors were for **braking systems** (4,578 or 28% of total out-of-service violations), **tires and wheels** (3,156 or 19.3%), **brake adjustment** (2,801 or 17.1%), **cargo securement** (1,991 or 12.2%) and **lighting devices** (1,875 or 11.5%).

The **five most common driver violations** were for **hours of service** (1,179 or 37.2% of total out-of-service violations), **wrong class license** (714 or 22.5%), **false logs** (467 or 14.7%), **"other" violations** (351 or 11.1%) and **suspended license** (232 or 7.3%).

Inspectors also **discovered 748 seat belt violations**, **CVSA** said. According to the **Federal Motor Carrier Safety Administration's** latest **CMV seat belt drivers survey**, the **overall usage rate** for drivers of **medium- and heavy-duty trucks and motorcoaches** was **86% in 2016**, **CVSA** said.

Since its **inception in 1988**, more than **1.7 million roadside inspections** have been **conducted** during the **International Roadcheck** event, **CVSA** said.

Be Wary of Scams Seeking Payment for FMCSA Biennial Update Filing

Trucking companies are being warned against scams that ask for money to file their DOT biennial update.

The Wisconsin Department of Transportation issued an alert Friday, Aug. 30, and the **Federal Motor Carrier Safety Administration** followed up via a Facebook post reminding truckers of misleading and fraudulent marketing.

WisDOT says companies and websites that want drivers to pay are not associated with the U.S. DOT or WisDOT. Filing can be done for free on government websites. The agency says links in the scam letters and emails lead to websites that are not connected with the U.S. DOT. The letters and emails also include threats or fines for failure to pay.

FMCSA requires all trucking companies and businesses under its jurisdiction to update their information every two years, even if none of the information has changed. Information on the biennial update form (*Form MCS-150*) includes the name and location of the business, operational information, number of vehicles and drivers in the fleet and more. More information about **FMCSA's** biennial updates [can be found here](#).

WisDOT and **FMCSA** say that while trucking companies have to renew their USDOT number with the **Federal Motor Carrier Safety Administration** every two years, filing can be done [for free on the FMCSA website](#).

Trucking Law: Protecting yourself during a traffic stop



Source: Brad Klepper, president of Interstate Trucker and Drivers Legal Plan. He can be reached at 800-333-3748, InterstateTrucker.com and DriversLegalPlan.com.

I go to a lot of **truck shows**. When I do, I get **lots of legal questions**. Many are **concerned** about handling **traffic stops** and **minimizing the damage** that can come from a **citation**.

You see the **flashing lights** and **pull off** the road. How do you **best react** in this **situation**?

First, note that a **traffic ticket** is nothing until it becomes a **conviction**. That happens when you **pay the fine**, when you **fail** to show up for **court** on the **appointed day**, or when the **judge** or **jury** has heard the evidence and **decides** you are **guilty**. However the **conviction** is **determined**, it will **show up** on your **motor vehicle record**.

So **never just pay** a ticket and **admit guilt**. And **never fail to show up** for a **court date**. Doing either is just **handicapping** your job and possibly **killing your trucking career**.

As for what **happens in court**, there's a lot you **can do** to **tilt** the outcome in **your favor**. It starts at the **scene** of the **citation issuance**.

Remain **calm** and **professional**. Treat the officer with **respect**. You will never **win any arguments** with an **officer** who is **wearing a badge** and carrying a **gun**. Choosing to **argue** will **only ensure** you a **citation** and a possible **jail visit**. In addition, the officer **will note** your **attitude** on the **citation**, which can **hurt its outcome**.

An **officer** in this situation **never knows** what he might be **encountering**, so do what you can to **put him at ease**.

When **talking** with the officer, keep your **hands visible**. If it's **nighttime**, turn on the **cab light**. The more **agreeable** you are, the better the **roadside interaction** will go.

Above all else, **do not convict yourself!** Be **careful** of the **words** you choose and the **information you provide**. Answer **questions** directly, but **never volunteer information** lest you **incriminate** yourself.

I **hear accounts** like this all the time: A **driver** gets asked if **he knows** why he was **pulled over**. He responds, "I was **probably going 70 mph**" in a **lower speed zone**. Or he'll say he was doing "**just a little over the limit**," as if that's **OK**. Both are an **admission of speeding**. The **officer's** report will note that.

Instead, ask the **officer** how **fast** he thought you were going. Or **admit** you are **unsure of your exact speed** at the **time in question**, which should be **true** if you're **keeping your eyes** mostly on the **road** and **your mirrors**. Refrain from **simply agreeing** with whatever he **says**.

As soon as the **stop is over**, one of the **best things** you can do is **record**, either as a **voice message** on your **phone** or as a **written note**, everything that **happened before**, during and after the **stop**. You will **be able to use** this information later to **refresh your memory** if you are a **witness** on the **stand**.

The **judicial system** understands that **data recorded** at the time of the **incident** is **more accurate** than **someone's memory** much later. That makes your **written** or recorded **information** more **accurate** in the **court's mind** than that of the **officer** who makes **25 traffic stops** a day and has to recall you **specifically weeks** or **months later**.

Tech Company Petitions FMCSA to Allow Camera Systems to Replace Mirrors on Trucks



Another technology company that manufactures mirrorless rearview camera systems for trucks is petitioning the **Federal Motor Carrier Safety Administration** to allow its system to be used on trucks in the United States.

Vision Systems North America (VSNA) is asking **FMCSA** to allow carriers to operate trucks equipped with its **Smart-Vision high-definition camera monitoring system** as an alternative to the **two rearview mirrors** required by the **Federal Motor Carrier Safety Regulations (FMCSRs)**. **FMCSA** granted a similar request late last year to **Stoneridge** for its **MirrorEye** system.

VSNA says its **Smart-Vision system** provides the same functionality and view as **traditional mirrors** but with **high-definition cameras** and **interior displays**. The system consists of **multiple digital cameras** mounted high on the exterior of trucks, enclosed in **aerodynamic packaging** to protect the cameras. Each camera presents a **high-definition image** to the driver through a **monitor mounted on each A-pillar** in the cab.

The company says its system offers increased field-of-view when compared to conventional mirrors, enhanced vision in inclement weather and low-light conditions and a fail-safe design with independent video processing of multiple camera images.

FMCSA will accept comments on the request for 30 days after its published date in the **Federal Register** of Thursday, Sept. 26. Comments can be made at www.regulations.gov by searching Docket No. **FMCSA-2019-0159**.

FMCSA DRUG AND ALCOHOL CLEARINGHOUSE

Commercial Driver's License Drug and Alcohol Clearinghouse

The Clearinghouse will improve highway safety by helping employers, **FMCSA**, State Driver Licensing Agencies, and State law enforcement to quickly and efficiently identify drivers who are not legally permitted to operate commercial motor vehicles (CMVs) due to drug and alcohol program violations. This secure online database will provide access to real-time information, ensuring that drivers committing these violations complete the necessary steps before getting back behind the wheel, or performing any other safety-sensitive function.

*** **Important: NEW Website Updates** ***

**Drug and Alcohol Clearinghouse
Query Plan Details Now Available**

FMCSA has released query plan options for employers of CDL drivers. Query plans will be available for purchase fall 2019.

[Learn more about query plans.](#)

If you have any questions, please reach out to the Clearinghouse Team at clearinghouse@dot.gov.

- ▶ **December 5, 2016**
Clearinghouse Final Rule Published
- ▶ **Fall 2019**
Registration Begins
- ▶ **January 6, 2020**
Clearinghouse Implementation
- ▶ **January 6, 2023**
Clearinghouse Three-Year Mark

[HOW WILL I USE THE CLEARINGHOUSE?](#)

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FMCSA GIVES TWO EXTRA WEEKS TO COMMENT ON HOS REFORMS

The **FMCSA** is extending the comment period for its proposed hours of service changes for 14 days, through Oct. 21.

The extension follows requests by the **American Trucking Associations**, the **Commercial Vehicle Safety Alliance** and the **Teamsters Union** to extend the comment period. **ATA** requested a 30-day extension, while **CVSA** and the **Teamsters** requested an additional 45 days.

The **14-day extension** effectively gives the hours proposal a **60-day comment period** from the time it was published Aug. 22.

Changes in the notice of proposed rulemaking include allowing drivers to pause their **14-hour** on-duty clock for up to **three hours** and extending **split sleeper berth** options for drivers. The proposal also includes for flexibility around the **30-minute break** and allowing drivers to extend the **14-hour on-duty window** for adverse conditions. Finally, the proposal would expand the on-duty period for short-haul drivers from **12 to 14 hours** and extending the short-haul radius from **100 air miles** to **150 air miles**.

Dangers of Hemp Hauling: Truckers caught in the weeds of federal-state conflict



Truck drivers should be wary of transporting hemp across state lines while the USDA continues work on regulations that will prohibit states from impeding the interstate transport of industrial hemp.

Early in September, three truck drivers previously hit with felony charges of marijuana possession and drug trafficking entered into misdemeanor plea deals in Ada County, Idaho.

In one case, two truckers arrested in April 2018 were charged with felony possession of marijuana with intent to deliver. Another driver in a separate case was arrested in January 2019 and charged with drug trafficking in marijuana.

However, there was a major problem with the charges: The drivers were actually hauling industrial hemp and not marijuana. Though the federal government has taken steps to legalize hemp production and distribution, the minutia of the changes have caused headaches for drivers and carriers caught hauling hemp in restrictive states.

Hemp, as defined by law, comes from the cannabis plant but only contains 0.3% or less of THC (tetrahydrocannabinol), which is the psychoactive ingredient in marijuana. Hemp, once a banned commodity, is now legal to farm and produce — and legal to distribute and haul interstate.

In December 2018, President Donald Trump signed into law the Agricultural Improvement Act of 2018, colloquially known as the 2018 farm bill. The bill removed hemp from the Drug Enforcement Agency's schedule of controlled substances, making hemp legal at the federal level.

The law also includes a provision that bans states from impeding the transportation or shipment of hemp or hemp products. The issue truckers have run into, however, is that in order for that provision to take effect, the U.S. Department of Agriculture must publish regulations and guidelines governing hemp production. USDA currently has a rulemaking with the White House's Office of Management and Budget, but it has yet to be published in the *Federal Register* and take effect.

Because of that bureaucratic hang-up, some states have yet to comply with the 2018 farm bill's requirements, putting drivers doing no wrong sideways with state authorities.

"The big issue that's come up is that when the farm bill was passed, it contained a section that said states will be prohibited from interfering with the interstate transportation of hemp," said Brandon Wiseman, an attorney with the law firm Scopelitis, Garvin, Light, Hanson and Feary. "The problem was a lot of carriers – and I don't blame them based on the language of the bill – believed it took effect immediately. But if you read closely, it says that when the USDA takes steps to regulate the production of hemp, then the prohibition on states interfering with transportation takes effect."

In the first case described above, two Oregon truckers were transporting 915 hemp plants from Colorado to Oregon. The second case involved yet another trucker from Oregon, who was hauling 6,701

pounds of hemp from Oregon to Colorado. According to court documents, all three drivers believed it was legal to transport hemp through Idaho because it was legal in the origin and destination states.

The reduced charges got the drivers out of jail time, but they are still required to serve unsupervised probation, as well as pay fines and restitution. Given that the interstate transportation of hemp provision has yet to take effect, it is still a state-level issue, says Wiseman. If hemp is classified as marijuana in a state, it is illegal to haul in that state. Idaho is one of the states that still considers hemp a controlled substance. Ada County, Idaho, Prosecutor Jan Bennetts said in a statement she hopes USDA puts a regulatory system in place soon to help clear the air on the issue.

"The state and defense teams have been working diligently to reach appropriate resolutions in these cases and have entered into the stipulated agreements filed in court," Bennetts said. "The 2018 farm bill's intent of allowing the interstate transportation of hemp will only be realized in Idaho once there is a regulatory system in place, which has not yet occurred in Idaho. It is our hope that such a regulatory system will be in place soon so those who would transport or ship through Idaho are not at risk of violating Idaho's law."

Following these drivers' cases going to court, USDA in May issued a legal opinion about the interstate transportation of hemp. The department stated that, even though the provisions from the 2018 farm bill had yet to take effect, the 2014 farm bill also contained a provision that prohibited states from interfering with hemp transportation, as long as that hemp was legally produced under the 2014 farm bill.

In the second case, USDA's opinion sided with the driver, says Wiseman, but the courts sided with Idaho.

"USDA thought it was lawful in that case – not because of the interstate provision in the 2018 farm bill, but because of a provision about a pilot program from the 2014 farm bill," Wiseman said. "The courts disagreed."

With courts siding with the states, Wiseman said his firm is advising clients interested in hauling hemp across state lines to check the laws in each state the load will be traveling through.

"It's pretty risky right now," he said. "You're looking at potential criminal action against drivers. Determine if the state laws allow or don't allow hemp. Plan routes accordingly and stay out of states that prohibit it."

And if you do decide to haul hemp – and are doing it legally – get a copy of the grower's license "so you can be sure you're transporting hemp that was grown lawfully," Wiseman added.

USDA says its goal is to have regulations regarding hemp production in place during the fall of 2019 to accommodate the 2020 planting season.

Plan to Overhaul CSA Scoring Faces Major Hurdles

The **Federal Motor Carrier Safety Administration's** plan to **rework** its **Compliance, Safety, Accountability** safety **scoring program** overall is sound, but **potential major challenges** could impede the **agency's ability** to **implement** its plan to shore up **CSA's** ability to **accurately assess** carriers' **safety performance**.

Those are the **conclusions** of a **report issued** by the **U.S. DOT's Office of Inspector General (OIG)**, which **recently announced** it had completed its **Congressionally required** review of **FMCSA's** corrective **action plan** for the **CSA program**. DOT's **OIG** began its review in **October 2018**, following **FMCSA's** unveiling of its **reform plan** in **June 2018**.

While the **agency's approach** could indeed **address industry-wide** concerns about **CSA's** ability to **accurately gauge** carriers' **safety risk**, **OIG** said, the **plan lacks** important details in how the agency will **implement** the **reforms** and how those **reforms** will improve key areas of **concern**, such as **transparency** in how it scores **motor carriers** and the data that **underpins** those **scores**.

As part of its **planned overhaul**, **FMCSA** seeks to **replace** the existing **CSA Safety Measurement System** (*the heart of the CSA program*) with a **new scoring system**. It would be **based** on a so-called "**item response theory**" (*IRT*) method, intended to **account** for variables better than the **previous scoring system**. **FMCSA** also said it hopes to **improve** the quality of **data** used to **score motor carriers** and make it easier for carriers to **understand** their **CSA scores**. The agency also is **considering adding** an **absolute scoring system** to **CSA**, instead of **relying solely** on **relative scores** that compare motor carriers to their **peers**.

Congress, via the **December 2015-passed FAST Act highway bill**, required **FMCSA** to pull **CSA Safety Measurement System (SMS)** rankings from **public view**. It also called for the **National Academies of Science** to study the **program** and offer **recommendations** to **FMCSA** about how it could **resolve concerns** about the **accuracy of carriers' safety ratings**. **FMCSA's** corrective **action plan** was based on **recommendations** made by **NAS** in **2017**.

In its report issued **Friday, Sept. 27**, DOT's **OIG** agreed that **FMCSA's** plan "**mostly addresses**" **CSA's** deficiencies. But **OIG** admits the reforms "**lack implementation details for improving SMS transparency** and its assessment of **carrier safety rankings**," such as "**costs, benchmarks** and other **implementation details**."

OIG also noted that **FMCSA** doesn't plan to **collect**

new data to feed **CSA**, which could **limit** the **agency's ability** to truly **reform** the program — and to **effectively implement** the **IRT methodology**.

FMCSA began **small-scale IRT testing last fall**. That test will determine whether it will **proceed** with **full-scale implementation** of an **IRT system**. Yet, **OIG's report** notes, "there are a **limited number of individuals** in the United States with experience in **developing large-scale IRT models**," potentially a major **hindrance** in scaling the **agency's IRT system**.

What's more, **FMCSA** told **OIG** that it's **limited** in its ability to **feed new data** into the **scoring system**, particularly in its **small-scale IRT pilot**. Thus, the **IRT system** could be **plagued** by the same **questions** of accuracy in **rating motor carriers' safety**, **OIG** says.

OIG recommends that **FMCSA estimate** costs for **implementing** the reforms, **including staffing, enforcement and data collection**, as well as **benchmarks** for **gauging success**.

OIG notes that **FMCSA** plans to finish its **small-scale IRT testing** by **Sept. 30**. It will determine **whether** it can proceed with a **full-scale IRT model** for **CSA** by **Sept. 30, 2020**.



As Marijuana Laws Change, Does Trucking Need to Adapt?



Could the trucking industry, long-plagued with high driver turnover and a need for new driver entrants, be missing out on a swath of potential drivers due to its strict no-marijuana-use policies?

It's an idea open to debate, says attorney Adam Dolan, chair of the cannabis law group for the firm Goldberg Segalla, where he's also a partner of the trucking and automotive group.

"There's a societal shift in the way we view cannabis use," says Dolan, particularly around the use of marijuana for medical purposes. And it's an issue he contends the trucking industry will likely need to confront in light of the perceived shortage of available truck drivers and, increasingly, as state marijuana laws change.

"By saying no person can use marijuana, even if they have a medical recommendation for it, you're cutting yourself off from such a large pool of applicants that could provide the industry with much-needed manpower," Dolan says. Fleets, and the U.S. Department of Transportation, need to "accept the fact that this issue is not going away," he says. "You're going to start running into problems."

If a driver is using marijuana — while not driving — under a doctor's recommendation to treat a serious illness or as a treatment for recovery from a more serious drug addiction and is banned from driving, he or she could make a discrimination claim under the Americans with Disabilities Act (ADA), says Dolan. That scenario could become even more legitimate should the federal government remove cannabis from its current listing as a Schedule I drug — the most tightly regulated drugs and those perceived to be the most dangerous.

The U.S. Food and Drug Administration has faced increased pressure in recent years to remove cannabis from its current listing as a Schedule I drug and reclassify it. Schedule I drugs include, among many others, heroin, ecstasy and LSD. In that sense, marijuana is classified by the federal government as more dangerous than cocaine, methamphetamine, opium and fentanyl — all of which are Schedule II drugs. Last year, the FDA sought public comments on whether it should reclassify cannabis, opening the door to altering its schedule status.

Dolan says such a reclassification could pave the way for marijuana to be treated more like a prescription medication, such as Xanax and Valium — or even Robitussin, which is classified as a Schedule V drug. If cannabis is recognized as having medical value by the federal government, drivers using the drug under a doctor's recommendation for medicinal purposes could push back on DOT and fleet policies via ADA, says Dolan.

For example, a fleet can't fire or terminate a driver for having a prescription for and using pain medication or anti-depressants — many of which fall under FDA scheduled drugs listings.

If DOT Regs Changed, Would You Hire a Driver Who Tested Positive for Marijuana Use? (based on a July poll with 540 respondents)

Even for drivers who choose to use "adult-use cannabis," says Dolan, referring to cannabis legalized for purposes beyond medicinal, greater pushback against strict no-cannabis policies could come if marijuana is reclassified by the federal government. "Let's say it gets to the point where marijuana is a Schedule V drug and you can get it like you get alcohol. You can't ban a person from being a driver if they consume a beer or have a shot

of tequila. So, what happens then? Do you ban them for using marijuana? Or fire them?" he asks. "You have to ask if you're opening yourself up for litigation."

DOT has remained adamant over the past decade that marijuana remains off-limits for truck drivers, just as many states have opened the door to full legalization.

In fact, DOT — under directives from Congress — is moving toward more stringent requirements for screening drivers for drug use and sidelining those who fail drug tests, not only for marijuana but for all drugs prohibited for truck operators. The Commercial Driver's License Drug and Alcohol Clearinghouse regulation slated to take effect in January 2020 will keep a database of drivers who've failed a drug test, whether for marijuana or for other drugs. Another looming federal rule will allow carriers to use hair sample testing in lieu of urine analysis, with the general premise being that hair testing is a better indicator of prior drug use than urine sample testing.

Likewise, a coalition of some of the country's largest and more influential carriers, the Trucking Alliance, is adamant that the industry needs to bolster its ability to test drivers for prior drug use and boot those that fail drug tests, including those that fail for marijuana use. The group has been pressing DOT officials to finalize standards to allow hair sample testing to satisfy fleets' drug-screening requirements of drivers.

Lane Kidd, the Trucking Alliance's director and spokesperson, rebuts Dolan's argument that the industry needs to consider opening the door to marijuana users. "I would say the trucking industry has a suitable population to drive its tractor-trailers and will never be in need of tapping into habitual drug users," says Kidd. "The National Institute of Drug Abuse has a list of attributes that people experience when using marijuana, and those are not attributes we would ever want to see in the cab of a tractor-trailer."

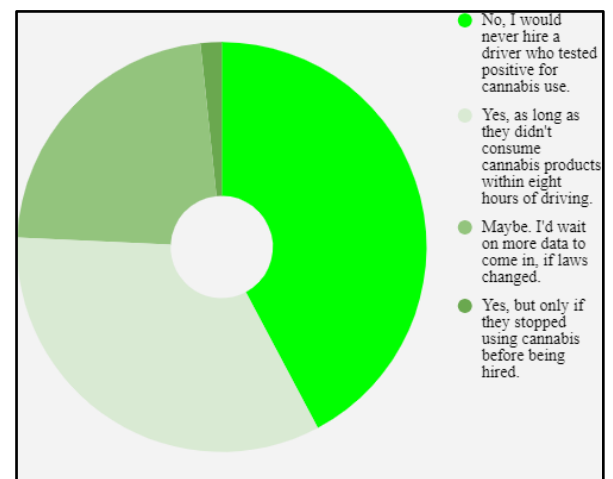
Kidd equated the issue to airline pilots, which fall under the same drug-testing requirements as truck drivers. "The least we should expect of those workers is that they are drug- and alcohol-free when performing their jobs," he says.

Just this month, the Trucking Alliance released a study showing that, of 151,662 drivers who were tested for both urine and hair tests, 12,824 failed the hair sample test, while just 949 failed the urine test. Extrapolating on those results, more than 310,000 drivers today "would fail a hair test for illicit drugs and opioids use," the group concluded.

According to the polling, fleets also seem reluctant to hiring drivers who use marijuana. More than 40 percent of poll respondents said they would never hire a driver who tested positive for cannabis. Another 23 percent of respondents expressed hesitancy, noting they'd wait on data to come in on drivers who

test positive for marijuana before hiring any.

However, 34 percent of respondents said they'd hire a driver that tested positive, so long as they didn't consume cannabis within eight hours of driving — akin to the laws regarding alcohol use and trucking.





Heavy Equipment Tire Maintenance:

A LITTLE TIME CAN PRODUCE BIG SAVINGS

Daily inspection of the tread and sidewalls for damage can reveal most small problems before they grow into big headaches.

Unless you do the math, **you may not realize** that after labor and fuel, **tires are your third-highest operating cost** on a wheeled piece of heavy equipment. So starting a **simple maintenance and management program** could save you **substantial amounts of money**.

Creating a **tire maintenance and management program** may seem like an administrative burden for a small company with a limited fleet, but even a **little effort can yield big savings**. “If you are not able to look at your **tires daily and manage them** in that manner, you need to move into a **tire maintenance and management program**,” says Johni Francis, global OTR product manager for Titan International.

There is a perception that **tire maintenance and management programs** are more suited to the big fleets than small contractors, but Chris Rhoades, manager of engineering and training for BKT tires, turns that myth on its head. “**For the small operator a \$6,000 tire is really important**,” he says. “It’s **just as important to the small contractor** as it is the big companies, if not more so. They have to move a lot of material to **make up that loss**.”

The **benefits of a tire maintenance management program** can be gleaned whenever a **fleet has two or more pieces of equipment** that use the **same size and type of tires**, says Tom Clauer, senior manager of commercial and OTR product planning at Yokohama Tire. Managing your tires can be as simple as **setting up a rotation schedule or retreading cycle**, or it can be more in-depth by using **data-intensive, cloud-based analysis programs**, he says.

Basically, there are **three steps to a successful tire maintenance management program**: **(1) track your tires, (2) seek expert advice from your tire vendors, and (3) coach your operators**.



Tracking tires

This can be as simple as **calculating your tires’ cost per hour** by checking the **hour meter on the machine** each time you install new tires and each time you replace them. **Record the results on an Excel chart** or spreadsheet and use that to determine what **brands or types of tires** give you the most bang for your buck, which **environments are the easiest or harshest** on your tires, and which operators are **careful with the machine and which ones are cowboys**.

Aside from running **cost-per-hour calculations**, other data points can be collected to get a **better handle on your tire costs**. One of these is **failure analysis**, says Francis. Failure analysis is simply recording the cause of a tire being pulled from service.

If your tires experience a **lot of cuts and chipping**, you may want to examine **how clean your loading and dump sites** are. **Spillage and loose rocks are hard on tires**.

If you find a lot of **heat-related failures**, you may need to look into the **design of your haul roads**. Are they too steep, are the curves too sharp, or are your **trucks overloaded for the road design**? Bigger outfits will carefully engineer their haul roads, but at a minimum, you can ask your tire servicing dealer for an **analysis or recommendation**.

Working with your servicing dealer

Few contractors are tire experts, so in most cases, you **should seek the knowledge and expertise** of your **tire servicing dealer**.

“All servicing dealers have **tire tracking tools**, but a lot of contractors **may not be asking for this service**,” says Rhoades. “If you’re not, ask the dealer. Tell him you **want tire tracking as part of the deal**.”

“Any time the **end user wants to reach out** and have a sales rep or a field technician come out, if they need that kind of support or have questions, **that’s a part of what we do daily**,” says Francis. “It’s a constant communication. That channel has to be open.”

Smaller fleets with fewer tires **may not get as many site visits** as the big fleets, but they **should expect the same professionalism** from their supplying dealer. **Off-road tires are a major investment** and should be respected with a **high level of dealer involvement**, regardless of fleet size, says Clauer.

Getting a **tire vendor to do your tire monitoring** is as simple as asking. Most have **software tracking programs** that do everything except change the tires and input the data. “**Most customers don’t want** to get into the **tire management process**,” says Rhoades. And since the dealers **will usually be the ones to change the tires**, it makes sense for them to input the data. “They **typically do the input** and provide reports as a **value-added service**,” he says.

Coaching operators: things to avoid

Rough operators hack the life of your tires. Intoxicated with the power of a big diesel machine, they may not realize they're abusing one of its most important components. **"The number-one thing is to give the operator ownership,** so they treat the equipment **like it's their own,"** Francis says. "Once you **ingrain that into the culture,** things will change."

Operators should **avoid exceeding the limits of their equipment,** including the tires, says Clauer. Knowing the haul restrictions — weight capacity, length of haul, and haul speed — **is vital to maintaining the tires' integrity,** he says.

They should also be **coached on the long list of tire-damaging behaviors,** including running over debris, **static steering,** and **counter-rotation (on skid steers),** that accelerate wear and damage.

Operators should **avoid running tires in abrasive or abusive conditions** when wet, or at a minimum, they should **gently maneuver in wet conditions.** "A wet tire cuts **10 times easier than a dry tire,**" says Ray McElroy, manager of technical services at BKT. Even **overwatering your site or your haul roads** with the water truck can **increase the potential for deep cuts** on a tire.

Likewise, you want to go **easy on your maneuvers** when operating on **pavement in high temperatures.** "In Phoenix, when it's **120 degrees outside,** they'll leave **1/32nd of rubber on the pavement** every time they turn the wheel," says Ron Tatlock, global manager of training for BKT.

Coaching operators: things to do

In addition to **avoiding certain behaviors,** you should coach your operators on **how to improve tire life,** says Justin Brock, marketing manager, construction at Tweel, Michelin North America.

These include:

Check tires for correct pressures. Every shop should have a **master air gauge,** and all drivers should have an **accurate pressure gauge** and be instructed to **check the tires on their equipment** or truck daily as a **best practice,** or weekly at a minimum. Make sure that **sealing valve caps are in place.** A tire that is run **10 percent underinflated will lose 10 percent** in tread wear and will come out of service quicker. A tire that is **20 percent below the optimal air pressure** will experience **casing fatigue** that could lead to a **catastrophic failure or a zipper rupture.** If the tire has been run **20 percent underinflated,** it should be **removed from the vehicle** and scrapped.

Regularly checking the tread depth of your tires ensures that you **get the best performance,** that loads are carried safely and that you **don't risk ruining a casing** that might be retreaded.

Conduct a visual inspection prior to operating. Look for signs of **irregular wear in the tread** or shoulder and examine the tires for **bubbles or bumps,** which may be caused by **air infiltration or foreign objects.** Look for signs of cutting, chunking, stone drilling, or **debris penetration,** signs of irregular wear, deep cracks, cuts, or other **major problems.** If any symptoms of tire damage are **discovered during inspection,** do not operate the vehicle until a **trained service technician can diagnose** the severity of the problem and make the proper repairs.

Check the owner's manual or the load and **tire information placard** to determine precise pressures for the loads that the vehicle is designed to carry. **Select the best tire for the application.**

Check the wheels for damage or **distortion, missing bolts, or cracked studs.**

Store tires properly when they are not in use — in a **cool, dry place away from direct sunlight** to avoid premature aging. **Prevent exposure to ozone sources such as sun, arc-welders, and mercury vapor lightbulbs,** as well as **ultraviolet rays and inclement weather.** Tires should be stored **standing up on their tread, not stacked in a pile on their sidewalls.**

Beware of mixing tires on your vehicle, especially across an axle. Try to **match tires with the same tread depths,** same tread patterns, and **same height (or diameter).** Using **two different types of tires could damage** the vehicle's internal components, because the tires **do not work together to provide the same traction** and handling performance.

Keep your tires clean! Wash them with **warm soap and water.** This will help **prevent premature aging and rubber deterioration.**



Fatality Alert: Miner fatally injured in slip and fall accident, 16th fatality of 2019

The **Mine Safety and Health Administration (MSHA)** issued a **Fatality Alert** after a miner was fatally injured in a fall from heights.

On Aug. 20, 2019, a 20-year-old miner with 27 weeks of mining experience was working with another miner at a Pa. fuel handling facility. They were unloading a refuse kettle attached to an electric hoist when he went over the unguarded edge of the shaft. He fell 40 feet down a shaft to the cement floor below.

Although this occurred at a coal mine, a fall from heights could occur at any mining operation.

MSHA offers **Best Practices** to help prevent this type of accident. This is the 16th metal/non-metal mining fatality reported in 2019 and the second fatality classified as **Slip or Fall of Person.**



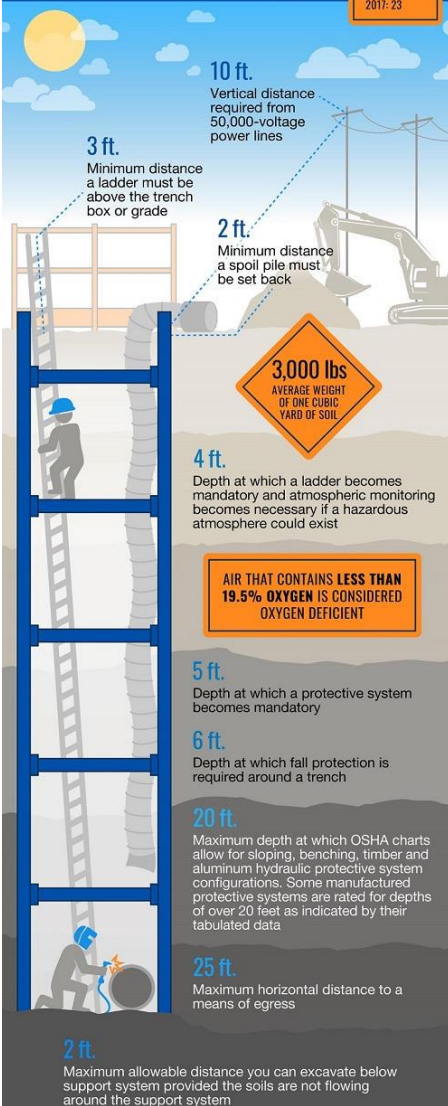
Trench Safety Numbers to Know

Utilities and **contractors** have **compelling reasons** to take **trench safety seriously**. Not only is the industry **facing** an upward trend in **trench and excavation fatalities**, but **organizations** which run afoul of **OSHA's trench and excavation regulations** risk **being fined** or even **shut down**.

Trench Safety By the Numbers

Most trench injuries and fatalities are preventable with the proper safety precautions, including designating a competent person to oversee all aspects of the excavation. A competent person must inspect the trench daily at minimum.

U.S. TRENCH FATALITIES
2015: 11
2016: 36
2017: 23



With more than 90 trench safety branches and the largest fleet of shoring and underground excavation rental equipment in North America, United Rentals can help you find the right solution for your excavation needs. United Rentals is also the largest provider of trench safety training programs.

Visit a branch or
UnitedAcademy.UR.com



Companies can **dig themselves out** of unnecessary **danger** by **following** proper **safety procedures** and installing **appropriate protective systems** when necessary. Even in the face of **all-too-real time** and **cost constraints**, it pays to **play it safe**.

There's **one simple** step that can make **trench and excavation work** less **hazardous**.

"The single **most important measure** for **preventing cave-ins** when working in **trenches** is designating a **competent person** and making sure that **person** is **adequately trained**," said Joe Wise, regional **customer training manager**, *Trench Safety*, at *United Rentals*.

OSHA requires the **designation** of a **competent person** to **classify soil**, choose an **appropriate protective system** if needed, identify potential **hazards** and conduct **inspections**, among other duties. The person must have **authorization** to take **prompt corrective measures** to **eliminate** any identified hazards.

Anyone deemed a **competent person** should know the **information** in the **infographic below**, but it's smart for **everyone** in the trenches to **brush up** on **safety requirements**.

"The **challenges** of trenching and **excavation jobsite safety** are something **companies** face every day," said Todd Hayes, region vice president, *Trench Safety*, *United Rentals*. "Everyone **working** at these sites **needs to be knowledgeable** about **trench safety practices**."

Here are some of the **most important numbers** to know. **Download** the **pdf graphic** at this [link](#).

Time to Think about Getting a Flu Vaccination

CDC recommends a yearly flu vaccine as the **first and most important step** in protecting against **influenza** and its **potentially serious complications**.

[Key Facts about Influenza](#)

[Healthy Habits to Help Prevent Flu](#)

[What You Should Know About Flu Antiviral Drugs](#)

Reviewing the information will help you make an **informed decision** for yourself and your family.