



► **MJS SAFETY TRAINING ANNOUNCEMENT**

**MJS SAFETY LLC** is proud to announce that we are now available to perform Operator Qualification [OQ] Performance Evaluations under the MEA EnergyU system as well as Veriforce. [call to schedule](#) [read more...](#)

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

**OSHA / CONSTRUCTION NEWS SUMMARY**

► **Resolve to Make Your Workplace Safe + Sound in 2018**

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► **Whistleblower program alive and well...**

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**TRANSPORTATION NEWS SUMMARY**

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Truckers hauling livestock have received a 90-day waiver from the Electronic Logging Device (ELD) mandate, but the industry is hoping for a longer-term solution. [read more...](#)



► **Spring Thaw Training Workshops**



Statistics show that **mining accidents** tend to **increase** during **April** and **May** when many **intermittently** operated **mining operations** begin **producing** again, often with **new employees** who are **unaware** of the **hazards of mining**. [read more...](#)



► **MNM Serious Accident Alert - Surface Blasting**

Surface - Basalt – On December 11, 2017, miners were preparing for a shot. [read more...](#)



► **Fatality Advanced Search Tool**

[New tool](#) enhances ability to search fatalities by mine category, date, location, accident classification, mined materials, etc. [read more...](#)

► **4 Tips for Working Around Conveyor Belts**

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► **NSSGA safety bulletins:**

- **LET'S END MATERIALS HANDLING INJURIES**
- **STAY ALERT AND DON'T GET HURT** [read more...](#)

► **Metal/Non-Metal Fatalities Drop In 2017**

The **metal/nonmetal mining industry** saw a total of **13 fatalities** in **2017**, an **all-time low**, according to the **Mine Safety and Health Administration (MSHA)**. [read more...](#)

MONTHLY SAFETY TIP NEWS SUMMARY

► **Carbon Monoxide**

**OSHA Reminds Employers to Protect Workers from Dangers of Carbon Monoxide Exposure**

With the arrival of cold weather, the Occupational Safety and Health Administration is reminding employers to take necessary precautions to protect workers from the serious, and sometimes fatal, effects of carbon monoxide exposure. [read more...](#)

► **News Flash... "Flu Outbreaks Across the Country"**

You've been told about the seriousness of this situation — you've been told about preventative measures — and you've been reminded to seek medical help right away! [read more...](#)

# MJS SAFETY TRAINING ANNOUNCEMENT

**MJS SAFETY LLC** is proud to announce the addition of ENERGY worldnet, Inc. [EWN] 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](#).

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Just Some of the Courses Offered Include:

- ~PEC SafelandUSA Basic Orientation
- ~OSHA 10 Hour General Industry
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- ~NUCA Confined Space
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- ~Respirator: Medical Evaluation & Fit Testing
- ~Hazard Communication – GHS Training
- ~Teens & Trucks Safety
- ~1st Aid/CPR Course- Medic 1<sup>st</sup> 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 1<sup>st</sup> 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 Feb 2018:** • TRAINING CENTER - 1760 BROAD ST, UNIT H, MILLIKEN, CO 80543

- PEC Safeland Basic Orientation: February 2, 12, 26; 8 – 4:30
  - First Aid/CPR/AED / BLOODBORNE PATHOGENS: February 8, 22; 8 - noon  
(We offer both MEDIC FIRST AID & AMERICAN HEART ASSOCIATION)
  - TEEX H2S Operator Training – Awareness (ANSI Z390 Course): February 8, 22; 12:30 – 4:30
- [ For any last minute schedule updates, go to [www.mjssafety.com](http://www.mjssafety.com) ]

► NEED ANY OF THESE CLASSES IN SPANISH? CONTACT [carriejordan@mjssafety.com](mailto:carriejordan@mjssafety.com) TO SCHEDULE TODAY ◀

GO TO [mjssafety.com](http://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

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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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## Resolve to Make Your Workplace Safe + Sound in 2018

The **Safe + Sound Campaign** encourages every workplace in the United States to have a [safety and health program](#) that includes **management leadership**, worker participation, and a **proactive approach** to finding and fixing hazards. The **Safe + Sound Campaign** supports employers' efforts by **offering free webinars**; resources from **campaign organizers**; and local events to **support safety and health program** development.

- ▶ [10 easy things](#) to start a safety and health program.
- ▶ Use **OSHA's new tool** (*OSHA 300 log*) to look back at past incidents to move your program forward.
- ▶ Find [forms and instructions](#) for completing your **OSHA 300 log**.

## OSHA Adjusts Penalty Amounts for 2018

On Jan. 2, **civil penalty amounts** for violations of workplace safety and health standards increased by **two percent** from last year.

In accordance with the **Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015**, the **Department of Labor** is required to adjust penalties for inflation each year.

New penalties for **willful and repeat violations** are **\$129,336** per violation; **serious, other-than-serious, and posting requirements** are **\$12,934** per violation; and **failure to correct violations** is **\$12,934** for each day the condition continues.

States that operate their own **Occupational Safety and Health Plans** are required to adopt maximum penalty levels that are at least as effective as **Federal OSHA's**.

## Employers Must Post Injury/Illness Summary Beginning February 1

**OSHA** reminds employers of their obligation to post a copy of **OSHA's Form 300A**, which summarizes **job-related injuries and illnesses** logged during 2017.

**Each year, between Feb. 1 and April 30, the summary must be displayed in a common area where notices to employees are usually posted. Businesses with 10 or fewer employees and those in certain low-hazard industries are exempt from OSHA recordkeeping and posting requirements.**

Visit **OSHA's Recordkeeping Rule webpage** for more information on recordkeeping requirements.

## OSHA / CONSTRUCTION

*Whistleblower program alive and well...*

### Bowling Center Company Settles Whistleblower

**Allegations** ...will pay former employee \$40,000 in back wages

A mechanic who **alleged** he was **terminated** after **voicing concerns** about unsafe **working conditions** at a

**bowling center** in Lombard will **receive** a total of **\$40,000** in **back wages** as part of a **consent judgment** signed by the **employer** with the **U.S. Department of Labor's Occupational Safety and Health Administration (OSHA)**.

"The **settlement** of this case **represents** a true win for an **employee** who was willing to **risk his job** to ensure **workplace safety** for himself and his **co-workers**," said **OSHA** Chicago Region Administrator Kenneth Nishiyama Atha. "**Commitment to workplace safety** should be **commended** – not **punished**."

The **agreement** between **OSHA** and the **Entertainment** company resolves a **lawsuit** filed under the **anti-retaliation provision** of the **Occupational Safety and Health Act**. The lawsuit **alleged** the **mechanic** was **terminated** in June 2015 after **filing complaints** of **unsafe working conditions** with **OSHA**.

In **addition** to **payment of back wages**, the **Entertainment** company agreed to **expunge** the **termination** and **all references** to this **action** from the **employee's record**, and to **provide** a **neutral reference** to **prospective employers**.

**OSHA** enforces the **whistleblower provisions** of [22 statutes](#) protecting employees who report violations of various **airline, commercial motor carrier, consumer product, environmental, financial reform, food safety, motor vehicle safety, health care reform, nuclear, pipeline, public transportation agency, railroad, maritime, and securities laws**. Employers are **prohibited** from **retaliating** against employees who **raise concerns** or **provide information** to their **employer** or the **government** under any of these **laws**. Employees who **believe** they are **retaliated against** for **engaging in protected conduct** may file a **complaint** with **OSHA's Directorate of Whistleblower Protection Programs**.

## Carrier and Driver Info Seemingly Safe after Hack of FMCSA site, Agency says

The **Federal Motor Carrier Safety Administration** has said that a **hack** of the **online tool** drivers used to find **medical examiners** for **DOT physicals** is the cause **behind** the site's now **month-long outage**. However, **no data** within the **system**, such as **information** on **drivers**, appears to have been **compromised**, the agency has said.

"There was **no evidence** of **exposure** of the **personal information** of **drivers**, **medical examiners** or **motor carrier operators**," the agency said in a **recent statement** about the **hack** of the [National Registry of Certified Medical Examiners](#).

The **registry's website** has been **down** since **mid-December**. However, **examiners** can **still conduct exams** of **drivers** and issue **DOT-required medical certificates**. The agency has **instructed** examiners to **maintain results** of **physicals** until the **system** is **operational again**, at which time they can **upload results** of the **exams**.

"The **Department** determined from its **initial investigation** that there had been **unauthorized access** to the **system**. The **incident** remains under **investigation**, and the **Department** is **working diligently** to **restore** all **impacted services** to **full functionality** as soon as **practicable**."

The **registry** was **instituted** in **2014** and **requires drivers** to use a **DOT-certified examiner** within the **registry** to receive their **physicals** and **medical certifications**. Examiners are **required** by a **separate rule** to **upload the results** of such **physicals** to **FMCSA** the **same day**.



## Court Dismisses Bulk of Truckers' Lawsuit Challenging FMCSA's Pre-Employment Reports

A now **six-year-old lawsuit** brought by **five truckers** challenging the **efficacy** of the **U.S. DOT's Pre-Employment Screening Program** reports has been **mostly dismissed** by a **federal court**. However, **two drivers** involved in the **suit** could be awarded **damages** for **information** contained with their **PSP report**, the court ruled.

At **issue** in the case were **inaccuracies** within **drivers' PSP reports**, which **carriers** can access to make **hiring decisions**. The **drivers** argued their **PSP reports** contained **false information** that could have been **damaging** to their **job prospects**. For **all five drivers**, citations had been **issued** or **criminal charges** had been **filed**. In **all five cases**, the **drivers fought** the citations or **charges** in court and **won**. Despite **adjudication** and **dismissal** of the citations and **charges**, violations were still **listed** in the **drivers' PSP reports**.

The **driver plaintiffs** in the case argued this **violated** their rights to **due process** and could make it **more difficult** for them to **find jobs**.

A **carrier** can **opt** to use **PSP** to **screen** a **potential hire** by submitting a **consent form** signed by the **driver** and paying a **\$10 fee**. This release form **informs potential employees** they agree to allow the **company** access to the **past five years** of their **crash data**, the **last three years** of **inspections** and "**serious safety violations** for an **individual driver**."

The **Owner-Operator Independent Drivers Association** filed the **lawsuit** on behalf of the **five truckers**. The **U.S. Supreme Court** denied last summer to hear a **similar case** brought by **OOIDA** about **information** contained within **drivers' PSP reports**. That **lawsuit** claimed that **PSP reports** contained records of **violations** that shouldn't have been **included** in the **reports**.

Most of the **claims** within the **lawsuit** about **inaccuracies** were **dismissed** by the **D.C. Court of Appeals** on January 12. However, the **three judges** overseeing the case said two of the **drivers** could have "**standing to seek damages**," and it has **sent the ruling** back to a **lower court** to **determine** what those **damages** will be.

At the **time** the **lawsuit** was **filed**, it was **protocol** for **FMCSA** to **leave violations** in place on **PSP reports** even if **citations** had been **dismissed** in **court**. **FMCSA** argued it had **no system** in place for **states** to **remove** such citations from **drivers' records** after they'd been **issued**.

**Two years** after **OOIDA** and the **drivers** filed the **suit**, however, **FMCSA** took **measures** to **fix** the **issue**, directing **states** to **remove violations** or **charges** that had **been dismissed**. The court factored this **move** into its **decision**. "**Any risk** of **future disclosure** of **inaccurate information** has been **virtually eliminated**," the judges wrote.

The **D.C. appellate court judges** said **three** of the **drivers** could not **prove** they were **harmed** by the **inaccurate information** in their **report**, or even that the **reports** had been used by **carriers** or other **third parties**. "**The mere existence** of **inaccurate information** in the **DOT's database**" did **not cause** them to "**suffer concrete injury**," the court said. "**Inspection data** remains available for **only three years** after the **relevant inspection** and all of their **disputed violations** occurred more than **three years ago**," the judges added. "**OOIDA** has offered **no evidence** that any **other member** faces a **risk of dissemination**."

**Reports** for the **two drivers** who could have "**standing to seek damages**" had **been pulled** by **carriers**, thereby **entitling** them to **seek damages**, the **judges** wrote in their **January 12 decision**.

# ELD Mandate Transition: 4 Takeaways So Far

*When your fleet transitioned to electronic logging devices or automatic on-board recording devices, were you ready?*



Since enforcement of the electronic logging device mandate started in mid-December, reports are showing problems with confusion whether a device is an ELD or a grandfathered automatic onboard recording device, as well as complaints about vendor support, and more drivers running out of hours due to delays.

## Four recurring themes:

1. Drivers are not sure if they have an AOBDR or ELD in the truck, and enforcement isn't certain either, due to the variety of devices now in operation.
2. ELD-related citations are being issued in several states for AOBDRs, even though drivers were compliant with Section 395.15, which is the AOBDR regulation.
3. Carriers who chose vendors with insufficient levels of customer support are feeling the pain in the form of frustrated drivers and a potential loss of equipment productivity.
4. Drivers are running out of hours due to delays at customers, traffic, and major accidents, and/or are not getting credited with a full break because of starting on-duty time just minutes too soon.

## A closer look at each of these:

### 1. Know the requirements of the device in the truck

This may sound basic, but drivers must be certain of which device they are using (AOBRD or ELD), and understand the requirements for the respective device. If you or the vendor didn't provide adequate instruction on the actual device in the vehicle, this can — and is — resulting in miscommunication with enforcement.

### 2. Incorrect citations and data transfer failures

There are reports of drivers with AOBDRs being cited (but not fined) for ELD-related violations. The violations have been primarily for "failure to transfer data," when, in fact, AOBDRs are not required to transfer data — they only must display or print the required hours-of-service information. If your driver was incorrectly cited, the citation should be contested via the DataQs process, even though there is no CSA point impact until April 1, 2018. A pattern of ELD-related violations will be looked upon unfavorably in court and by insurance companies, regardless of CSA point values.

There are also several reports of data transfer failures with purported "ELDs." However, drivers were not cited and were permitted to use the device as an AOBDR if the display was compliant. The root causes of the data transfer problems were likely ELD-related versus FMCSA system-related. Different enforcement districts may choose to correctly cite for the failure of a purported ELD to transfer data.

Data transfer issues and any other ELD malfunctions must be repaired within eight days. You can file for an extension with the state FMCSA office within five days of the malfunction. If the vendor is unable to provide a compliant device, other actions to consider are reporting the vendor to the FMCSA and/or switching vendors.

### 3. Vendor support may be insufficient

Along with having a compliant device, customer support is one of the most important aspects of the vendor decision. Carriers are now experiencing the reality of their vendor's customer support. There are 175 vendors and 278 models on the FMCSA ELD registry to choose from, and many do not have a strong track record in the AOBDR/ELD business. Blogs are filling up with unhappy stories of broken vendor promises and long waits for customer service responses.

Driver frustration with ELDs and AOBDRs can be reduced by a vendor with 24/7 support. If adequate time wasn't devoted to training on data transfer procedures, edits, unassigned drive time, and other areas, a solid vendor can assist with this task. If things are bad enough, you might have to think about switching vendors.

### 4. Avoid and address potential hours issues

The hours-of-service regulations have not changed, yet there has been an increase in the reporting of drivers running out of hours before reaching a safe place to park. The burden is on the back office to consider drivers' available hours and the expected hours for a trip, including potential delays at customers. Dispatching procedures must provide guidance on how to handle situations when there isn't enough capacity to handle "priority" loads. Drivers cannot make the problem disappear.

Create, if you don't already have, a safety procedure that addresses situations where a driver could be forced to leave a customer without enough hours to make it to a parking location. Personal conveyance or "off-duty driving" cannot currently be used as the back-up plan. If drivers run out of hours and must leave a location after failing to gain approval to park there, the electronic log must reflect the actual "on-duty driving" that occurred.

Instruct drivers to enter detailed annotations with the reason for any exceptions used or hours-of-service violations. Trends of violations are an audit concern, but an occasional well-documented instance of being over hours shows that you aren't allowing continual unsafe practices.

***The start date for full enforcement is fast approaching. Effective April 1, drivers will be placed out of service and Compliance, Safety, Accountability (CSA) points will be assessed for ELD-related violations.***

## Diesel Prices Up Again, ProMiles Reports

Truckers, starting early in January, paid a little bit more at the pump for **diesel fuel** as prices increased across the nation by an average of 2.5 cents, according to **ProMiles'** weekly fuel report, bringing **ProMiles'** reported national average to \$2.976.

The **Department of Energy's** fuel report wasn't available due to the Martin Luther King Jr. holiday, but if its numbers reflected a similar increase, the **DOE** likely had the national diesel average above \$3 per gallon. The **DOE** had the average price of diesel at \$2.996 per gallon as of **Monday, Jan. 8**.

According to [ProMiles' Fuel Surcharge Index](#), prices rose in all regions except California, which saw a 1.3-cent decrease in fuel prices during the week ending Jan. 15. The most significant increase was seen in New England, where prices jumped 7.4 cents, likely due to winter storms in the region during the week.

**ProMiles'** numbers indicate the most expensive fuel can be found in California at \$3.618 per gallon, followed by the Central Atlantic region at \$3.303 per gallon.

The cheapest fuel can be found in the Gulf Coast region at \$2.82 per gallon, followed by the Lower Atlantic region at \$2.932 per gallon.

### Prices in other regions, according to ProMiles, are:

- New England – \$3.145
- West Coast less California – \$3.073
- Rocky Mountain – \$2.986
- Midwest – \$2.965

# Trucking Firms Worried Electronic Logging Device Could Hurt Livestock Industry

Truckers hauling livestock have received a **90-day waiver** from the **Electronic Logging Device (ELD) mandate**, but the **industry** is hoping for a **longer-term solution**.

The **rule** went into effect on **Dec. 18** for most operators, but the **U.S. Department of Transportation** delayed the **regulation** for those **transporting livestock** until **mid-March**.

The new regulations **require certain drivers** to **install ELDs** on their trucks. Also included are **hours of service restrictions** on truckers, limiting them to **11 hours** of driving daily, after **10 hours off duty**. Plus, the **ELD rules** restrict truckers **on-duty time** to 14 consecutive **hours**, which includes **nondriving time**.

**South Dakota Farm Bureau President** and Volga, S.D., **livestock producer** Scott VanderWal says they have **concerns** about the **ELD regulations**.

"If a trucker **hauling livestock** runs out of **hours**, they could be **parked** along the **side of the road** with a load of **livestock**," he says. "That's just **not appropriate**."

As a result, **farm groups** say the **ELD Rule** is **unworkable** for those **hauling livestock** and is very dangerous for **animals**.

"It's an **animal welfare issue**, and it's just a bad **husbandry practice**," says VanderWal.

Colin Woodall, vice president of **government affairs** with the **National Cattlemen's Beef Association**, agrees the **mandate** is **problematic** for **cattle producers**.

"We have a **living, breathing animal** in the back of these **trucks**. They **can't stop** for **eight hours** on the side of the **road**," he says.

The **other challenge**, according to Richard Vasgaard, a Centerville, S.D., **farmer** and **Ag United president**, is the **logs** will be **running** while truckers are **waiting** to **load** and **unload** or if they **stop for lunch**.

"If they **stop** at the **truck stop** to get **fuel** or whatever, I'm assuming that the **meter keeps running** wherever they're at," he says. If any trucker goes **over** those **driving limits**, the **trucker** will **additionally** be **fined**.

Another possible **consequence** of the **ELD mandate** is **livestock** may need to be **unloaded** while **truckers rest**. However, the **co-mingling** of any species of **livestock** could create **animal health issues**.



"There was **some talk** about maybe having to have **stations** where they **unload** them and **reload** them after their **rest period**, but that's **very hard** on **livestock**, and it could also be a **disease problem**," Vasgaard says.

The **ELD rule** will **hurt truckers**, but Vasgaard says it's **especially tough** on **small operators**.

"A lot of these **livestock haulers** are the **small producers**, and they **don't always** have the **weight** behind them to get the **attention** of the **legislators** that this is a **big issue**," he adds.

The **Commercial Motor Vehicle Safety Enhancement Act** was **enacted** as part of the **2012 Moving Ahead for Progress in the 21st Century Act**. It mandated that **ELDs** be installed by **Dec. 18, 2017**. That applied to **commercial motor vehicles** invoiced in **interstate commerce**, when operated by **drivers** who are **required** to keep **records of duty status**. The **ELDs** can cost anywhere from **\$200** to **\$1,000**, and they **record driving time**, monitor engine hours, **vehicle movement** and speed, the **miles driven** and location **information**.

The **DOT** issued an **interpretation** intended to **address the shortcomings** in its **hours of service rules**, **exempting** from the regulations and from any **distance-logging requirement** those truckers **hauling livestock** within a **150 air-mile radius** of the **location** at which animals are **loaded**.

The **waiver** will give the **department** time to consider the request of **farm groups** that truckers **transporting hogs, cattle** and other **livestock** be exempt from the **ELDs mandate**. Farm groups cite the **incompatibility** between **transporting livestock** and **DOT's hours of service rules**.

"We are **working** to try to find **some exemptions** to **hours of service** or some other **waiver** that allows us to get these **cattle to market**," Woodall says. "So far, we **have not found** that, but we are **working** several angles to **figure out** what we can do to **show** that a **truckload of cattle** is not the same as a **truckload of toilet paper**, and they **need** to have **some carve** out to make sure that we can get those **animals to market in good health**."

"We need to **come up** with ways to get **around** that and **make sure** those **livestock** are **cared for properly**," VanderWal adds.



# Spring Thaw Training Workshops



Statistics show that **mining accidents** tend to **increase** during **April** and **May** when many **intermittently** operated **mining operations** begin **producing** again, often with **new employees** who are **unaware** of the **hazards of mining**.



Each **Spring**, the **metal and nonmetal** mining industry hosts **cooperative mine safety and health training** workshops around the **nation** to **increase awareness** of mining hazards and **improve mine safety** and health.

During these **educational outreach events**, safety professionals from **mining companies**, associations, and **MSHA** share **information** and **experiences** in dealing with a **range** of **mining dangers**.

**Although we're still in the thick of winter, now is the time to plan ahead if you have any interest in attending one of these upcoming workshops in the next couple of months!**

[Spring Thaw 2018 Workshop Schedule](#)

*(These seminars are not MSHA-sponsored.)*

## MNM Serious Accident Alert - Surface Blasting

Surface - Basalt – On December 11, 2017, miners were preparing for a shot. The miners were positioned about 130 yards from the face. One miner was standing between a pickup truck and an excavator; the other two were under the excavator. The shot detonated prematurely, without warning. The miners were struck with debris resulting in injuries.



### Fatality Advanced Search Tool

[New tool](#) enhances ability to search fatalities by mine category, date, location, accident classification, mined materials, etc.

Find current and historical Preliminary Accident Reports, Fatality Alerts, and Fatal Accident Reports for coal and metal/nonmetal mines.

Access quarterly and annual summaries of mining fatalities along with associated best practices and preventative recommendations.

View Investigation Reports for major mining accidents.

[See](#) this information and more.

### Best Practices:

- Consider mine specific conditions and rock strata when designing blasts to prevent fly rock.
- Closely follow mine policies and procedures through all phases of the blasting operation.
- Schedule blasting between shifts or on off-shifts.
- Utilize suitable blast shelters for all persons at the mine site during blasting.
- Use restricted areas for non-enclosed blasting operations.
- Keep coworkers away from the blaster.
- Always consider past 'Fly Rock' when determining your Blast Area and your Blast Area should as a minimum be 1 ½ times the furthest distance that any previous Fly Rock has traveled.

### 4 Tips for Working Around Conveyor Belts



Nearly 30 miners were killed in conveyor-belt related accidents in the 10-year period from 2000 to 2010.

To avoid accidents, follow these four guidelines when working around conveyor belts:

1. **Stop.** Do not work or travel near a conveyor while it is operating. Do not attempt to place your arm or any tools near a roller or other moving part when the belt is moving or may start.
2. **De-energize.** Turn off the power to the conveyor belt and disconnect the electrical circuit at the breaker panel or motor control center.
3. **Lock and tag.** After disconnecting the power, lock and tag to ensure the conveyor belt cannot be activated while you are working around it.
4. **Block from motion.** Secure the belt to prevent unintended motion such as belt movement caused by stored energy.

# NSSGA safety bulletins:

## LET'S END MATERIALS HANDLING INJURIES

The **National Stone, Sand & Gravel Association** (NSSGA) has issued a [safety bulletin](#) to help reduce the number of injuries caused by **lifting heavy objects** and moving materials. According to the **NSSGA**, 37 percent of all injuries in **aggregates operations** were due to handling materials. If workers don't follow proper procedure, it can lead to injuries.

**IN 2015, 37 PERCENT OF ALL INJURIES IN STONE, SAND AND GRAVEL OPERATIONS WERE ASSOCIATED WITH MATERIALS HANDLING.**  
Could These Accidents Happen at Your Facility?

While shoveling gravel from under equipment, an employee was injured when a foreign object caused eye damage.

An employee picked up and threw a 140-pound log washer part, causing a lower back sprain.

**NSSGA** offers the following **Best Practices** for handling materials:

- Training is key to ensure that all handling of items and **equipment** is done safely.
- Hard hats, eye protection, safety boots, and gloves protect workers. Period.
- Know your equipment! Mechanical lifting and hauling equipment, like loaders and haulers, have limits. Keep within those limits to stay injury free.
- Always use proper lifting techniques, such as bending at the knees, not the waist, or ask for help. It's not worth the injury.

## Metal/Non-Metal Fatalities Drop In 2017

The **metal/nonmetal mining industry** saw a total of **13 fatalities** in 2017, an **all-time low**, according to the **Mine Safety and Health Administration** (MSHA). One of the **fatalities** occurred **underground** because of **fall material**, the others happened at **surface mines**. Six of these were **caused by powered haulage**, three were from **falls/slide of material**, two involved **machinery**, and one was **electrical**.

“Every number, no matter how **small**, represents a **person** and their **family** — as an **industry**, we **don't forget** the loss of our **colleagues**,” the **Nevada Mining Association** stated. “**2017's safety statistics** are a **noteworthy** accomplishment, especially **given** the **millions of hours** miners in Nevada and **throughout the U.S.** worked in the **hard rock mining industry**, and serve to **intensify** our **focus** on making sure **every miner** goes **home safely every day**.”

“It is **important** for miners to **stay vigilant**, because there is **rarely** just one **person responsible** for an **injury** or **death**,” Dr. Thomas “Ted” Boyce, president and **senior consultant** with the **Center for Behavioral Safety LLC**, has stated. “When a **mine operator** develops a **culture** where **individual workers** feel **empowered** to **point out problems** and **raise concerns** about each other's **safety**, AND management **judiciously acts** on these **concerns**, injuries and

## STAY ALERT AND DON'T GET HURT

[DOWNLOAD PDF](#)

**STAY ALERT – DON'T GET HURT**  
Plan ahead to safely complete a job before work begins. Reviewing safety procedures and gathering all tools and equipment needed for a task ahead of time can reduce injuries and fatalities.  
Could These Accidents Happen at Your Facility?

A front-end loader strikes a miner walking from the shop to the plant.

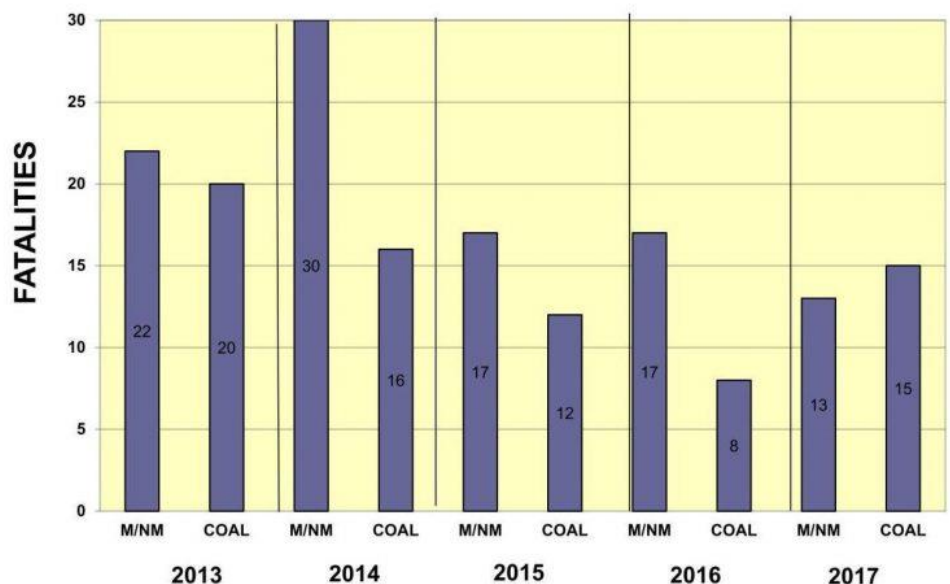
A foreman is electrocuted after contacting energized conductors.

### Use of Best Practices Can Eliminate These Kinds of Injuries.

- Wear personal protective equipment (PPE) appropriate for the job. At a minimum, proper PPE should include a hard hat, safety shoes and safety glasses.
- Perform a thorough workplace examination and address or avoid unsafe conditions before beginning work. Pay attention to machinery and electrical hazards, trip, slip and fall hazards, poor housekeeping and poor visibility.
- Ensure that workers are trained to recognize hazards, including how to work around mobile equipment while on foot.
- Equipment operators must sound an audible warning before moving equipment.
- Install and secure railings, barriers or covers to protect workers from falling.
- **LOCK – TAG – TRY** any electrical circuit before work begins, and use individual locks and tags on the disconnecting device.

**NSSGA**

**deaths are prevented.”**



We talked at length about **Cold Stress** last month...

This month we'll focus on another hazard that is more prevalent in the cold winter months....

## Carbon Monoxide

### OSHA Reminds Employers to Protect Workers from Dangers of Carbon Monoxide Exposure

With the arrival of cold weather, the Occupational Safety and Health Administration is reminding employers to take necessary precautions to protect workers from the serious, and sometimes fatal, effects of carbon monoxide exposure.

Recently, a worker in a New England warehouse was found unconscious and seizing, suffering from carbon monoxide poisoning. Several other workers at the site also became sick. All of the windows and doors were closed to conserve heat, there was no exhaust ventilation in the facility, and very high levels of carbon monoxide were measured at the site.

Every year, workers die from carbon monoxide poisoning, usually while using fuel-burning equipment and tools in buildings or semi-enclosed spaces without adequate ventilation. This can be especially true during the winter months when employees use this type of equipment in indoor spaces that have been sealed tightly to block out cold temperatures and wind.

**Symptoms of carbon monoxide exposure can include everything from headaches, dizziness and drowsiness to nausea, vomiting or tightness across the chest. Severe carbon monoxide poisoning can cause neurological damage, coma and death.**

Sources of carbon monoxide can include anything that uses combustion to operate, such as gas generators, power tools, compressors, pumps, welding equipment, space heaters and furnaces.

To reduce the risk of carbon monoxide poisoning in the workplace, employers should install an effective ventilation system, avoid the use of fuel-burning equipment in enclosed or partially-enclosed spaces, use carbon monoxide detectors in areas where the hazard is a concern and take other precautions outlined in OSHA's [Carbon Monoxide Fact Sheet](#). For additional information on carbon monoxide poisoning and preventing exposure in the workplace, see OSHA's [Carbon Monoxide Poisoning Quick Cards](#) (in [English](#) and [Spanish](#)).

## News Flash... "Flu Outbreaks Across the Country"

**You've been told about the seriousness of this situation — you've been told about preventative measures — and you've been reminded to seek medical help right away!**

### How Flu Spreads

#### Person to Person

People with flu can spread it to others up to about 6 feet away. Most experts think that flu viruses are spread mainly by droplets made when people with flu cough, sneeze or talk. These droplets can land in the mouths or noses of people who are nearby or possibly be inhaled into the lungs. Less often, a person might also get flu by touching a surface or object that has flu virus on it and then touching their own mouth or nose.

To avoid this, people should stay away from sick people and stay home if sick. It also is important to wash hands often with soap and water for at least 20 seconds. If soap and water are not available, use an alcohol-based hand rub. Linens, eating utensils, and dishes belonging to those who are sick should not be shared without washing thoroughly first. Eating utensils can be washed either in a dishwasher or by hand with water and soap and do not need to be cleaned separately. Further, frequently touched surfaces should be cleaned and disinfected at home, work and school, especially if someone is ill.

### The Flu Is Contagious

Most healthy adults may be able to infect other people beginning 1 day **before** symptoms develop and up to 5 to 7 days **after** becoming sick. Children may pass the virus for longer than 7 days. Symptoms start 1 to 4 days after the virus enters the body. **That means that you may be able to pass on the flu to someone else before you know you are sick, as well as while you are sick.** Some people can be infected with the flu virus but have no symptoms. During this time, those persons may still spread the virus to others.

### **PLEASE...**

**wash your hands — try to stay away from sick people — stay home if you are sick — and listen to your body — don't wait to seek medical help, and don't be afraid to seek additional medical help if things don't improve! It could mean life or death!**