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- For more information about the DOT/CDL Medical Project requirements, please contact Mike at mjs@mjsafety.com. I'll be glad to forward the documentation to you. [Read more....](#)

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MONTHLY SAFETY TIP NEWS SUMMARY

THE DEMANDS OF OSHA SAFETY REQUIREMENTS IN OIL AND GAS

For any company in the oil and gas industry, you may have already noticed that the industry comes with a mountain of safety compliance needs. **WE CAN HELP!** [Read more....](#)

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OSHA - DOT Take Steps to Eliminate Distracted Driving



Distracted driving has been a **topic of concern** for advocacy groups and federal and state agencies since **2009**. Although the effort is **primarily being led by the Department of Transportation (DOT)**, **OSHA** is also **partnering** with government, industry, and the public to **bring together important information** and tools to **attack texting while driving** and **other distracted driver hazards**.

DOT pilot projects

Recently, DOT Secretary Ray LaHood announced **dramatic reductions in distracted driving** in Syracuse, New York, and Hartford, Connecticut, after **two pilot projects** measured the **effect of increased law enforcement** coupled with **high-profile public education campaigns**.

Each program, which was supported by \$200,000 in federal funds and \$100,000 from the state, **examined** whether **increased police enforcement** along with **paid advertising and news media coverage** could reduce distracted driving. The pilot efforts used **"Phone in One Hand, Ticket in the Other"** as the **media campaign theme** and were **structured similarly** to the highly-successful national seat belt campaign, **"Click It or Ticket"**.

During **four periods of stepped up enforcement** over the past year, Syracuse police issued 9,587 citations for driver **violations involving talking or texting on cell phones** while operating a vehicle. During the **same period**, police in Hartford, Connecticut, issued 9,658 tickets for **illegal phone use**.

Before and after each enforcement wave, the National Highway Traffic Safety Administration (NHTSA) **actively observed** cell phone use and conducted **public awareness surveys** at driver licensing offices in the two cities, **which found**:

- In Syracuse, New York, because of **high-visibility enforcement**, both **handheld cell phone use** and **texting behind the wheel** have declined by **one-third**.

- In Hartford, Connecticut, where researchers **initially identified** drivers **talking on their cell phones** at **twice the frequency** (which left more room for improvement), there was a **57 percent drop** in **handheld use** and **texting behind the wheel** dropped by **nearly three-quarters**.

NHTSA plans to test this **same three-part formula** — tough laws, strong enforcement, and ongoing public awareness — at the **state-wide level next**.

OSHA's continued efforts

As a **follow-up** to a letter **written to employers** by Assistant Secretary of Labor, David Michaels on the **topic of distracted driving**, the agency launched a new website and Dr. Michaels presented at the Symposium on Prevention of Occupationally-Related Distracted Driving held April 18, 2011.

OSHA is clear that **companies requiring texting or organizing work** so that **texting is a practical necessity** are **considered in violation** of the OSH Act and **may receive citations**.

The letter, dated October 4, 2010, reads:

"Most employers want to do the right thing and protect their workers, and some have already taken action to prohibit texting while driving. It is your responsibility and legal obligation to create and maintain a safe and healthful workplace, and that would include having a clear, unequivocal and enforced policy against the hazard of texting while driving. Companies are in violation of the Occupational Safety and Health Act if, by policy or practice, they require texting while driving, or create incentives that encourage or condone it, or they structure work so that texting is a practical necessity for workers to carry out their job. To combat the threat of distracted driving, we are prepared to act quickly. When OSHA receives a credible complaint that an employer requires texting while driving or who organizes work so that texting is a practical necessity, we will investigate and where necessary issue citations and penalties to end this practice."

Nationwide, **34 states**, the District of Columbia, and Guam have **enacted texting bans**....9 states, the District of Columbia, and the Virgin Islands have **prohibited all hand-held cell phone use** while driving.

In Colorado • **Ban on all cell phone use** (handheld and hands-free) for **novice drivers** (Primary law)
Note: Colorado defines novice drivers as all drivers under the age of 18.

- **Ban on texting for all drivers** (Primary law)

Solis Issues Statement on Heat Waves Sweeping the Country

In late July, Secretary of Labor Hilda Solis issued the following statement regarding continued record temperatures:

"Four weeks into the summer, the nation continues to experience record heat. For outdoor workers, this means being at risk for heat-related illnesses, including heat exhaustion and heat stroke. Employers must take the precautions needed to protect outdoor workers:

- Have a work site plan to prevent heat-related illnesses and make sure that medical services are available to respond to an emergency should one occur.
- Provide plenty of water at the job site and remind workers to drink small amounts of water frequently - every 15 minutes.
- Schedule rest breaks throughout the work shift and provide shaded or air conditioned rest areas near the work site.
- Let new workers get used to the extreme heat, gradually increasing the work load over a week.
- When possible, schedule heavy tasks for earlier in the day

"Tell workers what to look for to spot the signs of heat exhaustion or heat stroke in themselves and their co-workers, and make sure they know what to do in an emergency. OSHA has fact sheets and posters that illustrate the signs of heat-related illnesses, and the steps that you can take to prevent them at your work site.

"Remember: water, rest, shade — the three keys to preventing heat-related illnesses in this extreme heat."

READ MORE...

ASSE Offers Tips on How to Prevent Heat-Related Illness for Workers

The recent heat wave that has hit much of the U.S. is putting heat-illness prevention in the spotlight for safety professionals and agencies alike.

Since heat can cause workplace injuries and illness, it is important for workers to be protected against the heat, sun exposure, and other hazards that could result in severe injury. The American Society of Safety Engineers (ASSE) suggests employers and employees be aware of the factors that can lead to heat stress; the symptoms of heat exhaustion and heat stroke; how to prevent heat stress; and, what can be done for heat-related illnesses, which can be deadly.

First, when one's body is unable to cool itself by sweating, according to OSHA, several heat-induced illnesses such as heat stress or exhaustion and the more severe heat stroke can occur, and can result in death.

Factors leading to these conditions include:

- High temperatures,
- Being in direct sun or heat,
- Limited air movement,
- Physical exertion,
- Poor physical condition,
- Some medicines, and
- Inadequate tolerance for hot workplaces.

Headaches, dizziness, lightheadedness or fainting; weakness and moist skin; mood changes such as irritability or confusion and upset stomach and vomiting are symptoms of heat exhaustion. Symptoms of heat stroke include dry, hot skin with no sweating; mental confusion or losing consciousness; and seizures or convulsions.

To prevent heat stress, ASSE suggest that employers and employees monitor themselves and coworkers.

Prevention efforts include:

- Blocking out direct sun or other heat sources;
- Using cooling fans or air conditioning,
- Resting regularly,
- Drinking lots of water, about one cup every 15 minutes, and
- Wearing lightweight, light colored, loose-fitting clothes.

It is also recommended that if a person is in the sun, they should avoid alcohol, caffeinated drinks, and heavy meals.

According to the National Institute of Occupational Safety and Health (NIOSH), heat can also cause injury due to accidents related to sweaty palms, fogged up glasses, and dizziness. Sunburns are also a hazard of sun and heat exposure.

Suggested tips for employees and employers to use to prevent heat-related illnesses and injuries include:

- Use cooling pads that can be inserted into hardhats or around the neck to keep the head and neck cool. Vented hardhats or neckbands soaked in cold water can also be used to minimize prolonged heat exposure and prevent the body from overheating.
- Wear protective eyewear that features sufficient ventilation or anti-fog lens coating to reduce lens fogging from the heat. Sweatbands can also be used to prevent perspiration from dripping into the eyes.
- Use gloves with leather palms and cotton or denim backs, which allow for an increased airflow and still protect hands. Also, choose gloves with a liner to absorb sweat preventing perspiration buildup. Some gloves also feature strips of nylon mesh or are perforated at the back of the hand for more airflow.
- Wear light-colored, loose-fitting, breathable clothing such as cotton, recommends OSHA.
- Take breaks in cooler, shaded areas.
- Use proper hand protection to protect from burns.
- Drink five to seven ounces of fluids every 15 to 20 minutes to prevent dehydration, NIOSH recommends. Drink cool water and avoid diuretics such as coffee, tea, alcohol or soda that actually deplete body fluid. Sports drinks are also good for replacing fluid in the body but use should be monitored due to the high sodium content.

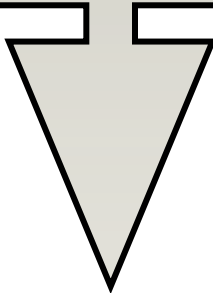
SVEP List of Employers Posted to OSHA Website

OSHA just posted its **Severe Violator Enforcement Program (SVEP) log**, which lists the names and inspection details of employers nationwide that have been targeted for follow-up inspections to ensure compliance with the law.

Located in the "hot topics" on the enforcement page of OSHA's website, the list shows that 182 employers are currently in the program — many of which are construction and small employers.

In a compliance directive released June 18, 2010, addressing the **Severe Violator Enforcement Program**, OSHA stated that it will maintain a SVEP Log in which inspections that meet the SVEP criteria, or are SVEP-related inspections (i.e., SVEP follow-ups, or inspections at other worksites of the same employer), are logged as they are reported to the National Office by the Regional SVEP Coordinators.

However, if an establishment has entered into a settlement agreement (informal or formal) in which a citation that qualified the establishment for SVEP designation is deleted, or if there has been an Administrative Law Judge, Review Commission, or court decision that has vacated such a citation, then the entry on the SVEP Log will be lined-out and the IMIS "SVEP" code will be removed from that establishment's Internet Inspection Detail summary.



Repeat Violator of Trenching - Excavation Standards Faces \$354,000 in Fines

A contractor with a long history of violating workplace safety standards faces a total of \$354,000 in new proposed fines from OSHA, chiefly for exposing its employees to cave-in hazards.

Since 2000, the contractor, which is primarily engaged in the construction of underground water and sewer mains, had been cited seven times for repeat violations of OSHA's trenching and excavation safety standards prior to the citations resulting from these most recent inspections. "Time and again, this employer has chosen to ignore the law and, by doing so, placed its workers' lives at risk," said Assistant Secretary of Labor for Occupational Safety and Health Dr. David Michaels. "Employers who ignore basic, common-sense and legally required safeguards will face substantial fines and consequences."

The most recent inspection was opened when an OSHA inspector observed one of the contractor's employees working in an unprotected trench on a street.

During the inspection, a section of the trench wall collapsed while the employee was still in the trench. The second most recent inspection began after a concerned passer-by informed OSHA of workers in an unguarded trench. In both cases, OSHA found that the trenches lacked cave-in protection and a ladder or other safe means for workers to exit the trenches.

As a result of these conditions, OSHA has cited the contractor for four willful violations, each carrying the maximum allowable penalty of \$70,000. The contractor also has been cited for five serious violations, with \$32,000 in fines, for allowing employees to be exposed to being struck by the counterweight of an excavator and a variety of other hazards.

Lastly, the contractor has been issued three repeat citations with \$42,000 in fines for trenching and electrical hazards, including failing to maintain the minimum clearance between an energized power line and excavating equipment.

In this case, OSHA had cited the employer in 2009 for similar hazards at work sites in Somerville, Tewksbury, and Boston.

This latest significant enforcement action qualifies the contractor for placement in OSHA's **Severe Violator Enforcement Program**, which mandates targeted follow-up inspections to ensure compliance with the law. OSHA standards require that all excavations five feet or deeper be protected against collapse. Protection can be provided through shoring, sloping the soil at a shallow angle, or by use of a protective trench box.

FDA Approves Vaccines for the 2011-2012 Influenza Season

The U.S. Food and Drug Administration (FDA) announced that it has approved the 2011-2012 influenza vaccine formulation for all six manufacturers licensed to produce and distribute influenza vaccine for the United States. Since vaccination remains the cornerstone of preventing influenza, the formulation is designed to protect against the three virus strains that surveillance indicates will be most common during the upcoming season — including the same virus strains used for the 2010-2011 influenza season.

For more information on the vaccines being offered for the upcoming season, click [here](#).



Colorado (CDL) Program Manager Notifies Companies About Important Upcoming Changes

- Following is a letter from **Steve Monson, Commercial Driver License (CDL) Program Manager** for the State of Colorado and the Colorado Department of Motor Vehicles.
Mr. Monson can be reached at **303-205-5829**, smonson@spike.dor.state.co.us.
- **For more information** about the **DOT/CDL Medical Project requirements**, please contact **Mike** at mjs@mjsafety.com. I'll be glad to forward the documentation to you.

STATE OF COLORADO

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Driver Control Room 164
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July 25, 2011

Greetings. My name is Steve Monson and I am the Commercial Driver License (CDL) Program Manager for the State of Colorado and the Colorado Department of Motor Vehicles. My job is to enforce certain federal regulations regarding the CDL program.

You are receiving this letter because we have identified your company as possibly having contact with a large number of Colorado CDL holders and I wanted to let your company and your drivers know of some important upcoming changes regarding CDL Licenses, DOT medicals and employer recordkeeping. If your company does not deal with CDL drivers you may disregard this letter.

In 2009 (with an effective date of 01/30/12) the Federal Motor Carrier Safety Administration (FMCSA) passed rule making that essentially ties the DOT medical to the CDL license and gives enforcement of expired or improper DOT medicals to the DMV. **These changes only affect CDL holders and do not affect drivers of CMV's under 26,001 lbs GVWR.**

I wrote this document as an aid to drivers and companies to help them prepare for and come into compliance with the upcoming CDL/DOT medical merge project.

Every requirement within this project is a federally mandated requirement and the Colorado CDL unit has attempted to understand and implement each item to their best understanding. Readers of this document must understand that there may be changes to this document at any time due to changing guidance from the Federal Motor Carrier Safety Administration (FMCSA).

The federal rules that are impacted by this project are 49 CFR 383, 384, 390 and 391. To view these regulations you can go online to www.fmcsa.gov/dot

If you have any questions regarding this document or any material contained within the document please contact me or my assistant. Our contact information can be found at the end of this document.

Sincerely,

Steve Monson
State of Colorado CDL Program Manager

FMCSA to Examine Severity Weightings of CSA Violations at Roadside Inspections



The **Federal Motor Carrier Safety Administration** has asked its advisory committee to **examine concerns** about **roadside violation severity weightings** in the agency's new safety program and to help **develop wireless Internet-based electronic logging device technologies**.

At a meeting in late June, **FMCSA** officials asked members of the **Motor Carrier Safety Advisory Committee** to make sure that the **points** the agency **assigns to dozens of violations** under the **Compliance, Safety, Accountability** program are weighted fairly so they are an **accurate predictor** of a carrier's **crash risk**.

Specifically, **FMCSA** asked the committee to **determine** if the **individual roadside violations** are in the **correct violation grouping**, and to rank each violation group in the **Behavior Analysis and Safety Improvement Categories**, or **BASICs**, in priority of crash risk. The **committee is expected to report back to FMCSA** by the end of August, said David Parker, senior legal counsel for Great West Casualty Company and the committee's chairman.

Although the industry has **generally been supportive**, some have been **critical** of the **CSA** program because they believe **not all of the violations** are related to a **carrier's risk of crash or safety performance**.

Bryan Price, an **FMCSA** senior transportation specialist, told **MCSAC members** that the agency wants the advisory committee to **"refine" the CSA's controversial Carrier Safety Measurement System** and **help** the agency **gain** trucking industry support for the system that went into operation in December. **"We're not asking you to reinvent the wheel,"** Price told the committee during a June 21 meeting.

The **seven BASICs** are **unsafe driving, fatigued driving, driver fitness, controlled substances and alcohol, vehicle maintenance, cargo-related and crash history**.

The **new safety measurement system** incorporates **all safety-related violations** recorded in roadside inspections. The **prior rating system, SafeStat**, only counted **out-of-service** and **select traffic enforcement violations** from roadside inspections.

The **severity ratings**, from one to 10 points for each violation, with **10 being the highest**, were developed by the **agency based on a sophisticated "statistical regression" computer analysis** and expert review of the violations of 250,000 drivers from 2005 to 2007, Price

said. The **resulting measurement system** has been an attempt by the agency to **rank the bad behaviors** that **lead to increased crash risk**.

The **CSA** database **maintains a carrier's history** for two years and a **driver's history** for three years. **"We're not looking for a guy that has a bad day,"** Price said. **"We're looking at patterns of behavior."**

But during a **public comment session**, Jeannie Gordon, vice president of **compliance** for Landstar Transportation Logistics, asked that the committee **review crash data** as they relate to **all seven BASICs**. **"Carriers with very low crash frequency** can, and do, have **BASICs** over the threshold," Gordon told the committee. **"It just doesn't make sense."**

"Consider that even if a **carrier has a low crash rate**, customers are looking at other **BASICs**. Carriers can go for a year **without an inspection** and still have **BASICs above the threshold."**

Beth Thomas, a senior attorney for **regulatory affairs** for FedEx Ground, said the package carrier **has concerns over violations not safety-related**, such as **failure to pay child support or state taxes** being listed on a **driver's record**.

"These result in driver's license suspensions for administrative reasons that has **nothing to do with the safety performance of a driver."** Thomas asked that the committee and **FMCSA** consider **decreasing or eliminating severity weights** for such **violations not safety-related**.

The committee **also was asked** to help the agency define the **structure** that will **transmit hours-of-service data** from a **handheld wireless electronic logging device** via the **Internet** to a **law enforcement officer's laptop**. Michael Huntley, chief of **FMCSA's vehicle and roadside operations**, told the committee that, after meeting with carriers, **law enforcement officers and EOBR suppliers**, the agency **established** that a **wireless device would be a "viable option" for many carriers**.

The **agency also wants comment** from the committee on **issues related to the transmission** of the data through **telemetric application services**, USB connections and the **802.11 wireless** local area network.

Randy Mullett, vice president of government relations and public affairs for Con-way Inc., told the committee he was **concerned** that an **Internet-based system** would be **costly for carriers** that have **invested** tens of millions of dollars in **Global Positioning System-based EOBRs**, rendering those **devices "essentially useless."**

The agency is **rushing to ensure** that **EOBR suppliers** can **provide compliant devices by June 1, 2012**, when the agency **plans to publish** its final **EOBR rule**. Nearly all interstate carriers would have three years from the effective date to **comply with the rule**, which is designed to **enforce hours-of-service compliance**.

Parker said the committee **plans to come up with the technical specifications** by Aug. 29. He said the committee **will hold public meetings** on July 11-12 in Alexandria, Va., and a second meeting on Aug. 1-2 at a yet-to-be determined location.

"There's a lot to be done," Parker said.

Coalition Sends Letter to Congress About Federal Truck Weight Bill

The **Coalition for Transportation Productivity (CTP)**, a group of more than **180 shippers and allied associations** dedicated to **responsibly increasing federal vehicle weight limits** on interstate highways, **sent a letter to Congress in order to confront** what they see as **misinformation surrounding federal truck weight legislation** known as the **Safe and Efficient Transportation Act (SETA), H.R. 763, S. 747.**

In the letter, **CTP dispelled incorrect allegations about SETA** that have been **propagated by groups opposed to the legislation.** According to **CTP, SETA** has been the subject of a **deliberate misinformation campaign.** "...it's time to **set the record straight,**" said John Runyan, Executive Director of the **CTP.** "Members of Congress need to know that the facts support **SETA** as a **safe way to boost economic productivity** while **reducing our carbon footprint** and the **number of trucks necessary to meet demand.**"

"**Trucking is at its safest point** since the U.S. DOT began keeping records in **1975,** and we need to continue that **positive trend,**" continued Runyan. "In order to drive and **accommodate economic growth,** we can either **put more trucks on the road or allow them to safely carry more weight.** **SETA** offers each state the ability to **open portions of its interstate network to safer six-axle trucks** that can **ship more freight** while meeting the **same federal braking and handling standards.** Six-axle trucks can help companies **lower their accident rates** and dramatically **reduce their fuel use and carbon emissions.**"

U.S. – Mexico Agreements Usher in Cross-Border Trucking Program

U.S. Transportation Secretary Ray LaHood and **Secretaría de Comunicaciones y Transportes Dionisio Arturo Pérez-Jacome Friscione** joined in Mexico City to **sign agreements** resolving the dispute over **long-haul, cross-border trucking services** between the **United States and Mexico.**

According to a **press release** by the **U.S. Department of Transportation,** the new program puts **safety first** and paves the way for **Mexico to lift tariffs it imposed** more than two years ago. **Pursuant to an agreement** signed by the United States Trade Representative and the **Secretaría de Economía** of the United Mexican States, **Mexico will soon lift retaliatory tariffs** on more than \$2 billion in U.S. manufactured goods and agricultural

products, **providing opportunities to increase U.S. exports to Mexico** and **expanding job creation in the U.S.**

The agreement also provides that Mexico will suspend 50 percent of the **retaliatory tariffs** within ten days. Mexico will **suspend the remainder of the tariffs** within five days of the first Mexican trucking company receiving its **U.S. operating authority.** **As a result,** Mexican tariffs that now range from **five to 25 percent** on an array of U.S. agricultural and industrial products such as **apples, certain pork products, and personal care products** would be **immediately cut in half** and will **disappear entirely** within a few months.

After the **previous cross-border trucking program** was **terminated** in March 2009, Secretary LaHood and other Obama Administration officials met with **lawmakers, safety advocates, industry representatives,** and others to address a **broad range of concerns,** which the Department took into account as it **worked with Mexico** to develop a new program. The final program published on July 6, 2011, **addresses the recommendations** of over 2,000 commenters to the proposal issued by the **Federal Motor Carrier Safety Administration** in April.

As a result of these meetings, and in consultation with Mexico, **trucks will be required to comply** with all **Federal Motor Vehicle Safety Standards** and **must have electronic monitoring systems** to track **hours-of-service compliance.**

In addition, the U.S. Department of Transportation will **review the complete driving record** of each driver and **require all drug testing samples** to be analyzed in **Department of Health and Human Services-certified laboratories** located in the U.S. The Department will also **require drivers** to undergo an **assessment** of their ability to **understand the English language** and **U.S. traffic signs.** The new agreement also ensures that Mexico will **provide reciprocal authority** for U.S. carriers to **engage in cross-border long-haul operations into that country.**

The **two agreements** implementing the **new cross-border trucking program** and the **lifting of the tariffs** are the **Memorandum of Understanding** between the U.S. Department of Transportation and the **Secretaría de Comunicaciones y Transportes** of the United Mexican States on **Cross-Border Motor Trucking (MOU)** and the **Agreement on Lifting of Retaliatory Measures** between the Office of the United States Trade Representative of the United States of America and the **Secretaría de Economía** of the United Mexican States.

These **agreements build upon** the **progress announced** by Presidents Obama and Calderon in **early March.**

US Labor Department's MSHA Releases Mid-Year Mine Fatality Update

14 miners killed on the job this year through June 30

The U.S. Department of Labor's **Mine Safety and Health Administration** released a midyear summary of mining deaths in the country. As of June 30, **eight miners were killed in coal mining operations, and six in the metal and nonmetal sector.**

"Even though the number of mining deaths for the first half of this year are at an all-time low, one mining death is still one too many," said Joseph A. Main, assistant secretary of labor for mine safety and health.

"Fatalities can be prevented," he added. "They are not an inevitable byproduct of mining. Effective health and safety programs, training of miners and proper workplace examinations can identify and eliminate the hazards that kill and injure miners. Mine operators are well aware they must take responsibility for the health and safety conditions in their mines to prevent these tragedies."

Of the eight coal mining deaths, three were a result of machinery accidents. Two miners died in rib collapse accidents, two miners were killed in powered haulage accidents and one miner was killed in a fall accident. Two of the eight fatalities involved contractors.

Of the six fatalities in metal and nonmetal mines, two miners died as a result roof collapses. One miner was killed when he was struck by sliding material, one miner died in a machinery accident, one miner lost his life in a powered haulage accident and another miner was killed in a fall accident. Two of the fatalities involved contractors.

MSHA has taken a number of actions to identify mines with health and safety problems, and has initiated several outreach and enforcement initiatives including "Rules to Live By," a fatality prevention program spotlighting the safety and health standards most frequently cited during fatal accident investigations.

"We believe those actions, along with initiatives by the mining industry, have resulted in the improved safety record thus far this year," said Main. "No miners should have to die on the job just to earn a paycheck. MSHA is vigorously enforcing the Mine Act, and constantly looking for ways to improve policies and regulations to prevent these unnecessary tragedies. We want all miners to go home safe and healthy at the end of each shift."

MSHA is providing mine operators, miners, trainers and others with information on the causes of the mining deaths that occurred during the first half of this year as well as the actions needed to prevent them on [MSHA's website](#). See [additional information](#) on the causes and actions needed to prevent mining deaths.

Surface Nonmetal Mine – Fatal Powered Haulage Accident

On February 24, 2011, a 56 year old front-end loader operator was killed at an operation located near Toole, Tooele County, Utah when he became trapped between a moving belt conveyor and the bottom of a tramp metal magnet. The cause of death was determined to be blunt force trauma.

The operator had climbed up the structure of the belt conveyor to access and clean tramp metal off the magnet when the belt conveyor was started.

The mine operates one 10-hour shift, 4 days a week. Total employment is 8 persons. The last regular inspection at this operation was completed on December 3, 2010.

Material is drilled and blasted from a single bench. The material is pushed into stockpiles with a dozer. The material is then fed into the plant with a front-end loader where it is crushed and screened. Finished products are sold for copper smelting and construction aggregate.

The accident occurred because management failed to ensure that safe work procedures were followed while persons performed work on the belt conveyor to clean the tramp metal magnet. The belt conveyor was not de-energized, locked and tagged out, and blocked against motion prior to persons removing tramp metal from the magnet.

Additionally, the startup procedures for the belt conveyor did not ensure that persons were protected when it was started. The required audible warning device could not be heard above the plant noise.

MSHA's accident investigator traveled to the mine, made a physical inspection of the accident scene, interviewed employees, and reviewed documents and work procedures relevant to the accident. MSHA conducted the investigation with the assistance of mine management and employees and local law enforcement.

A variety of orders for Violations of the Mine Act were issued. The citations were terminated after management established policies, procedures, and controls – and conditions and practices that contributed to the accident no longer existed. [See the full report](#)



THE DEMANDS OF OSHA SAFETY REQUIREMENTS IN OIL AND GAS

For any company in the oil and gas industry, you may have already noticed that the industry comes with a mountain of safety compliance needs. No matter the job your company does, you will have to have a very specific and comprehensive safety program to work on any site and with any company. OSHA has a long list of requirements and the major oil and gas companies are building more demands for safety programs. They are in place to protect your employee's and you.

For further guidance with OSHA's demanding requirements, call Mike or Carrie at MJS SAFETY – 800 966-8106!
WE CAN HELP!

The following is a SHORT list of programs that could apply to your company.

Remember...we also offer training in these topics. A safety program does not work without the proper training of employees. *Let us help you!*

General Safety and Health Resources

- Slips, Trips, and Falls
- Strains and Sprains
- Weather Conditions
- Crane, Derrick, and Hoist Safety.
- Electrical.
- Fire Safety.
- Hand and Power Tools.
- H₂S Controls
- Confined Spaces. OSHA
- Pressure Vessels. OSHA
- Compressed Gas and Equipment.
- Control of Hazardous Energy (Lockout/Tagout).
- Hydrogen Sulfide
- Ventilation.
- Respiratory protection as it relates to oil fields. OSHA Standard Interpretation, (1993, April 14).
- Hot Work - Welding
- Control of Hazardous Energy (Lockout/Tagout).
- Motor Vehicles Safety.
- Powered Industrial Trucks.
- Personal Protective Equipment (PPE)
- Eye and Face Protection.
- Personal Protective Equipment for General Industry. OSHA Federal Register Final Rules 59:16334-16364, (1994, April 6).
- Noise and Hearing Conservation. OSHA Safety and Health Topics Page.
- Respiratory Protection. OSHA Safety and Health Topics Page.
- Don't forget First Aid and CPR

We can also assist in guiding you through DOT regulations and keeping your employees and company safe, no matter what your job involves.

**If you find your company is in need of help,
give us a call!**