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**OSHA/CONSTRUCTION NEWS SUMMARY**

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[Read more....](#)

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PHMSA issued a final rule revising 49 CFR Parts 107 and 171 adjusting the maximum and minimum civil penalties for a knowing violation of the federal hazardous material transportation law or a regulation, order, special permit, or approval issued under that law. [Read more....](#)

## Mining Fatalities Fall to All-Time Low in 2009

Preliminary data from the U.S. Department of Labor's Mine Safety and Health Administration (MSHA) indicate that mine fatalities in 2009 fell to an all-time low for the second straight year. [Read more....](#)

## Metal/Nonmetal Mine Fatality

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## MONTHLY SAFETY TIP NEWS SUMMARY

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## **OSHA'S BARAB ADDRESSES RECENT HIGH FINES AND STRATEGIES TO PROTECT WORKERS**

Assistant **OSHA** administrator **Jordan Barab** said his agency's recent move toward **issuing higher fines** is not simply to **punish**, but to provide employers with a **"powerful incentive"** to **respect their workers**, **integrate protection** into business operations, and **make prevention a priority** by **complying with regulations**.

At a meeting of **OSHA's Advisory Committee on Construction Safety and Health**, Barab said the agency has issued **higher fines in the past two months** than in the **previous fiscal year**, and doing so sends the message that **OSHA "will not tolerate cutting corners on safety. Up till now, the average OSHA penalty for a serious violation has been less than \$1,000 — a figure so small that I don't think it would deter anyone from cutting corners on workplace safety."**

Barab also mentioned the establishment of a **Severe Violator Enforcement Program**. **OSHA will concentrate its attention and resources** on employers who **demonstrate indifference** to their **OSH Act obligations**. **Systemic problems** that the agency finds with an **employer's safety and health program** will **trigger additional, mandatory inspections** to ensure compliance. **OSHA will enforce** its standards **uniformly** and will bring the **full force** of its **citations and penalties** to any contractor who **violates the law**.

## **Study Shows Worker Fatalities Cost Society Over \$43 Billion Throughout 10-year Span**

The burden that **fatal occupational injury** imposes upon society is **severe and multidimensional**, according to a study conducted by the **National Institute for Occupational Safety and Health (NIOSH)**. In addition to the **human costs associated** with the **loss of a family member, an employee, and a coworker**, there are costs that are **economic in nature**.

To understand the **dimensions of loss** more fully, **NIOSH** built upon the **demographic data** obtained on **fatal workplace injury** that it captured in the **National Traumatic Occupational Fatality Surveillance** system. By adding an **economic component** to the **measurements of premature worker deaths**, the estimated costs **exceed \$43 billion** over the period studied, **1992–2001**.

**NIOSH** published a document called **"The cost of fatal injuries to civilian workers in the United States,"** which presents the **number of fatal occupational injuries** and their **total, mean, and median societal costs** for **each state and by worker** and case characteristics for **1992–2001**.

For more information, visit  
<http://www.cdc.gov/niosh/docs/2009-154/pdfs/2009-154.pdf>

# OSHA Releases Workplace Injury and Illness Information.....

*Data represents administration's "Open Government" policy*

Every year since 1996 the Occupational Safety and Health Administration (OSHA) has collected work-related injury and illness data from more than 80,000 employers. For the first time, the Agency has made the data from 1996 to 2007 available in a searchable online database, allowing the public to look at establishment or industry-specific injury and illness data.

The workplace injury and illness data is available at

[http://www.osha.gov/pls/odi/establishment\\_search.html](http://www.osha.gov/pls/odi/establishment_search.html) as well as [Data.gov](http://Data.gov).

OSHA uses the data to calculate injury and illness incidence rates to guide its strategic management plan and to focus its Site Specific Targeting (SST) Program, which the agency uses to target its inspections.

"Making injury and illness information available to the public is part of OSHA's response to the administration's commitment to make government more transparent to the American people," said David Michaels, Assistant Secretary of Labor for OSHA. "This effort will improve the public's accessibility to workplace safety and health data and ensure the Agency can function more effectively for American workers."

Information available at the [Data.gov](http://Data.gov) and [www.osha.gov](http://www.osha.gov) Websites includes an establishment's name, address, industry, associated Total Case Rate (TCR), Days Away, Restricted, Transfer (DART) case rate, and the Days Away From Work (DAFWII) case rate. The data is specific to the establishments that provided OSHA with valid data through the 2008 data collection (collection of CY 2007 data). This

database does not contain rates calculated by OSHA for establishments that submitted suspect or unreliable data.

[Data.gov](http://Data.gov) provides expanded public access to valuable workforce-related data generated by the Executive Branch of the federal government. Although the initial launch of [Data.gov](http://Data.gov) provides a limited portion of the rich variety of Federal datasets presently available, the public is invited to [participate](#) in shaping the future of [Data.gov](http://Data.gov) by suggesting additional datasets and site enhancements to provide seamless public access and use of federal data.

More information about the Department of Labor's Open Government Web site is available at <http://www.dol.gov/open/> where there are links to the latest data sets, ways to connect with Department staff, and information about providing public input that will make the Department's site and its work more useful and engaging.

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 assure these conditions for America's working men and women by setting and enforcing standards, and providing training, education and assistance. For more information, visit <http://www.osha.gov>.

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# FMCSA to Hold Public Listening Sessions on Hours-of-Service Requirements

During the month of January, The U.S. Department of Transportation Federal Motor Carrier Safety Administration (FMCSA) held four [listening sessions](#) to gather information and comments as the agency prepares a rulemaking proposal on HOS (Hours-of-Service) requirements for property-carrying commercial vehicle drivers. The agency wants to hear about topics such as rest and on-duty time, sleeper berth use and the effect the current hours-of-service rule has on loading and unloading times for drivers. A record of the listening sessions will be placed in the public docket for the rulemaking.

**"Public input is critical to the rulemaking process,"** said FMCSA Administrator Anne S. Ferro. **"The public listening sessions will provide opportunities for a broad cross-section of stakeholders to present views, comments and relevant research on this forthcoming federal safety regulation proposal."**

Hours-of-Service requirements are designed to help prevent commercial motor vehicle-related accidents, injuries and fatalities by prescribing on-duty hours and rest periods for commercial drivers. The FMCSA scheduled four listening sessions to encourage public participation on this issue.

## Discussion Questions

In preparing comments for the FMCSA's public listening sessions, meeting participants were asked to consider the following questions about possible alternatives to the current Hours-of-Service requirements. The scenarios were merely set forth for discussion. The FMCSA will not necessarily include them in a Notice of Proposed Rulemaking (NPRM) but will request similar information and data in an NPRM. Answers were to be based upon the experience of the participants and any data or information they could share with the FMCSA.

### **A. Rest and On-Duty Time**

- Would mandatory short rest periods during the work day improve driver alertness in the operation of a CMV?
- How long should these rest periods be?
- At what point in the duty cycle or drive-time would short rest periods provide the greatest benefit?
- What are the unintended consequences if these short rest periods are mandatory?
- Should the on-duty period be extended to allow for mandatory rest periods?
- If rest or other breaks from driving improve alertness, could a driver who chooses to take specified minimum breaks be given scheduling flexibility - the ability to borrow an hour from another driving day once a week, for example - if that flexibility would not increase safety risks or adversely impact driver health?
- How many hours per day and per week would be safe and healthy for a truck driver to work?
- Would an hours-of-service rule that allows drivers to drive an hour less when driving overnight improve driver alertness and improve safety?
- Are there any adverse consequences that could arise from the implementation of a separate night time hours of service regulation?

## B. Restart to the 60- and 70-Hour Rule

- Is a 34-consecutive-hour off-duty period long enough to provide restorative sleep regardless of the number of hours worked prior to the restart?
- Is the answer different for a driver working a night or irregular schedule?
- What would be the impact of mandating two overnight off-duty periods, e.g., from midnight to 6 a.m., as a component of a restart period?
- Would such a rule present additional enforcement challenges?
- How is the current restart provision being used by drivers?
- Do drivers restart their calculations after 34 consecutive hours or do drivers take longer periods of time for the restart?

## C. Sleeper Berth Use

- If sleeper-berth time were split into two periods, what is the minimum time in each period necessary to provide restorative sleep?
- Could the 14-hour on-duty limitation be extended by the amount of some additional sleeper-berth time without detrimental effect on highway safety?
- What would be the appropriate length of such a limited sleeper-berth rest period?

## D. Loading and Unloading Time

- What effect has the fixed 14-hour driving "window" had on the time drivers spend waiting to load or unload?
- Have shippers and receivers changed their practices to reduce the amount of time drivers spend waiting to load or unload?

## E. General

- Are there aspects of the current rule that do not increase safety risks or adversely impact driver health and that should be preserved?

# DOT Bars Commercial Drivers From Texting; Tells commercial bus, truck drivers "No Texting Behind the Wheel"

The Transportation Department said it is prohibiting truck and bus drivers from sending text messages while operating commercial vehicles. The prohibition, which applies to drivers of interstate buses and trucks over 10,000 pounds, is effective immediately. Truck and bus drivers who text while driving commercial vehicles may be subject to civil or criminal penalties of up to \$2,750, the department said.

The Governors Highway Safety Association says nineteen states and the District of Columbia already prohibit all drivers from texting behind the wheel and ten more states restrict texting by novice drivers.

Research by the FMCSA shows that drivers who send and receive text messages take their eyes off the road for an average of 4.6 seconds out of every 6 seconds while texting. At 55 miles per hour, this means that the driver is traveling the length of a football field, including the end zones, without looking at the road.

Transportation Secretary Ray LaHood has been campaigning against texting and cell phone use while driving. President Obama signed an executive order, effective 12/30/09, directing federal employees not to engage in text messaging while operating government-owned vehicles or equipment.

The DOT and safety advocates have also joined forces to create FocusDriven, an organization to campaign against cell phone use or texting on handheld computers while driving.....modeled after Mothers Against Drunk Drivers, which has successfully lobbied for tougher drunk-driving laws.

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### SOURCES FOR THIS ISSUE INCLUDE

<a href="http://www.MSHA.gov">www.MSHA.gov</a>	<a href="http://www.OSHA.com">www.OSHA.com</a>
<a href="#">FMCSA News Summary</a>	<a href="http://www.kelleronline.com">www.kelleronline.com</a>
<a href="#">The Trucker</a>	<a href="http://aggregateresearch.com">aggregateresearch.com</a>
<a href="#">NUCA report 12/23/09</a>	

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# Eye on Trucking: Result of HOS Violation Data Probably not to Critics' Liking

Byline: LYNDON FINNEY, The Trucker Staff

We spent several hours in recent days taking a very close look at out-of-service rates for violations of the Hours of Service rule.

Critics of the current rule are quite vocal about the extended driving time, claiming it leads to fatigued drivers. Vocal enough, in fact, to get the **Federal Motor Carrier Safety Administration** to agree to review the 2008 HOS rule from scratch and issue a new Final Rule in less than two years.

What we found was staggering.....Yes, staggering, but staggering in that it's opposite of what the critics might want the public to believe.

At random, we took five of the top 15 truckload carriers in the nation and checked for driver OOS (out of service) rates for violating the 11-hour rule, the 14-hour rule and the 60/70-hour rule and found that of the 43,000 driver inspections between Jan. 1 and Oct. 23, just over eight-tenths of 1 percent of the drivers inspected were put OOS for one of the three violations.

Our findings led us to call three veteran commercial vehicle enforcement officers, and what one told us was shocking. It involves motor carriers cheating to get a driver out of an HOS violation.

"An officer would stop a truck and find an HOS violation," Capt. Bruce Bugg of the Georgia Department of Public Safety (DPS), told us. "The company would protest and send us the driver's log that showed no violation had occurred and our officer would say 'that's not the logbook I saw.'"

Shame on those carriers.

So, the Georgia DPS fought back. If the violation was discovered at a fixed station, the officer made a copy of the log.

If the violation was discovered during a roadside inspection, the officer made a distinctive mark on the driver's logbook and kept a record of how the logbook had been marked in case a protest was filed.

Lt. Ross Batson of the Arkansas Highway Police, another of the officers we talked to, said he is very concerned about the upcoming review of the HOS regulations, which some believe will lead to major revisions in the current rule.

Batson is especially concerned about losing the 14-hour rule, which stopped the pre-2003 age-old practice of a driver virtually being able to split his or her day between on duty and off duty without being required to spend time in the sleeper berth and go far beyond the 15-hour, on-duty limit of the old days.

We also learned that officers do pay attention to a company's Safety Evaluation Analysis scores.

There are four different evaluation areas — accident, driver, vehicle and safety management — which lead to an overall SafeStat score. The driver and vehicle scores are public record and available at <http://www.fmcsa.org>. The other information is not public, but is available to commercial vehicle enforcement officers.

"What you're referring to is the Inspection Selection System," retired Senior Trooper Monty Dial of the Texas Highway Patrol told us. "In states that use the Pre-pass, that is the data they rely on. In our laptops we had a current ISS program, but being out working the road or the scales, we really didn't have a chance to utilize the system. Now the states that use the Pre-Pass, you bet your bottom dollar that's going to throw up the red flag every time. You have a company that has a high SAE score in driver OOS or a high SAE score in vehicles, then that's going to trigger the mechanism;....it's going to trigger them getting the red light."

Truckers don't like those red lights, we hear, so the best way to avoid them is to check more than the pay scale at a prospective employer. Check the SAE scores too.

## 'BLACK BOX' regulation sent to White House



Bad actors in the trucking industry are one step closer to being saddled with electronic on-board records.

On Dec. 17, the **Federal Motor**

**Carrier Safety Administration** sent its **electronic on-board recorder final rule** to the White House for approval.

According to an abstract **about the final rule**, motor carriers that have **demonstrated a history of serious noncompliance** with the **hours-of-service regs** would be subject to **mandatory installation of EOBRs**. The motor carrier would then be **required to install EOBRs** in all of its **CMVs** regardless of their date of manufacture, and to **use the devices for HOS recordkeeping for a period of two years**. The **only way** these companies wouldn't have to install the EOBRs is if the carrier **already had equipped its trucks with automatic on-board recording devices** meeting the **agency's current requirements** and could **demonstrate to FMCSA** that its **drivers understand how to use the devices**.

The agency is apparently going to continue to push for **voluntary use of the EOBRs**. **FMCSA** would encourage industry-wide use of **EOBRs** by providing **incentives to carriers**. Those **incentives include** revising the agency's **compliance review procedures to permit examination of a random sample of drivers' records of duty status**; and providing **partial relief from HOS supporting documents requirements** if certain **conditions are satisfied**.

In recent history, the approval process typically takes **between 60 and 90 days**. That means the **EOBR rule** could be made **official as early as February 2010**.

## PHMSA Issues Proposed Rule on Special Permits

The Pipeline and Hazardous Materials Safety Administration on Tuesday, Dec. 22, proposed to **incorporate 44 special permits for new safety products and technologies** into the **Hazardous Materials Regulations**. The DOT says adoption of these techniques will **increase efficiency, encourage further innovation and continue to ensure the highest standards of safety** in the transportation of hazardous materials.

"Safety is job number one at the Department of Transportation, and this proposal ensures that we are using **safe, proven technologies** which will allow us to **increase productivity and compete in the global market**," says U.S. Transportation Secretary Ray LaHood.

**Hazardous materials special permits** allow a company or individual to **quickly and safely test and integrate new products and technologies** into the **production and transportation stream**. Once **new technologies are proven to be at least as safe as the current regulations**, they can be **approved for general use by rulemaking**.

The proposed rulemaking would incorporate **44 special permits** into the regulations, including those that address **salvage cylinders, alternative packaging for hazardous wastes, aerosols transported for recycling or disposal**, and authorizations for rail tank cars to **exceed maximum capacity and weight limitations** with specific **Federal Railroad Administration approval**. The comment period for this **Notice of Proposed Rulemaking** closes Feb. 22, 2010.

## PHMSA Adjusts Maximum and Minimum Penalties

PHMSA issued a final rule revising 49 CFR Parts 107 and 171 adjusting the **maximum and minimum civil penalties** for a **knowing violation** of the **federal hazardous material transportation law** or a **regulation, order, special permit, or approval issued under that law**.

Effective Dec 31, 2009, the **maximum civil penalty** is increased to **\$55,000**, and to **\$110,000** for a **violation** that results in **death, serious illness, or severe injury** to any person or **substantial destruction of property**. The **minimum civil penalty** is increased to **\$275**, and to **\$495** for a violation related to training.

# Mining Fatalities Fall to All-Time Low in 2009

Preliminary data from the U.S. Department of Labor's Mine Safety and Health Administration (MSHA) indicate that mine fatalities in 2009 fell to an all-time low for the second straight year. Coal mines recorded 18 mining deaths, and metal/nonmetal mines recorded 16 mining deaths, for a combined total of 34 mining deaths nationwide.....a significant drop from last year's total of 53 deaths.

According to Joseph A. Main, Assistant Secretary of Labor for Mine Safety and Health, a key factor contributing to the record low number of deaths include enforcement of the **Federal Mine Safety and Health Act** of 1977 (which succeeded the 1969 Mine Act) and **continued implementation** of the **Mine Improvement and New Emergency Response (MINER) Act**, enacted by Congress in 2006.

Of the 34 fatalities reported, 11 coal miners and 14 metal/nonmetal miners died at surface mines, while 7 coal miners and 2 metal/nonmetal miners died at underground facilities. From Oct. 19, 2008, to June 9, 2009, no underground coal mine fatalities were reported, with the total number of underground coal mine deaths about half the previous historic low.

Mining is a hazardous occupation. Main emphasized that, **while the numbers indicate vast improvements in safety, much work remains to be done on the health side**, and said "he won't be satisfied until no miners are killed on the job." To that end, MSHA launched a **comprehensive program** last month to **end new cases of black lung** among the **nation's coal miners**.

MSHA last year completed 100 percent of its mandated inspections of all surface and underground mines for only the second time ever. It is that **concentrated effort** that will eliminate deaths in mining. **Miners should never have to sacrifice their lives for their livelihood.**

## Metal/Nonmetal Mine Fatality



On September 15, 2009, a 59 year-old delivery driver with 14 years of experience was fatally injured at a sand and gravel operation. She parked off mine property and walked on site to deliver a package. The victim walked behind a front-end loader that backed over her.

## Best Practice

- Establish a visitor control policy that includes signs directing visitors to a safe location.
- Train delivery persons to recognize work place hazards they could be exposed to while at the mine.
- Always make sure equipment operators see you before entering any area where mobile equipment is operated. If possible, make eye contact with the equipment operator. When moving to a different area, inform the equipment operator before leaving the area.
- Before moving mobile equipment, look in the direction of travel, use all mirrors, cameras, and installed proximity detection devices to ensure no one is in the intended path.
- Ensure that all persons are clear before moving equipment. Sound your horn to warn unseen persons that you are about to move and wait a few moments to give them time to get to a safe location.
- Ensure that backup alarms on mobile equipment are maintained and operational.



**Stop Look  
Analyze Manage  
Risks**

## Lafarge Will Spend Millions to Cut Emissions at its Sugar Creek Plant

Missouri, Kansas and 10 other states have reached a settlement with Lafarge North America Inc., which operates a cement plant in Sugar Creek, about environmental concerns.

The U.S. Department of Justice sued Lafarge, alleging pollution and emissions from the company's plants violated the federal Clean Air Act. Missouri and Kansas were among the states that worked with federal officials in settling the case.

Lafarge operates 13 cement plants nationwide; the settlement applies to all of them.

Under the deal, Lafarge will have to cut its air pollution emissions. The EPA's District 7 office in Kansas City, Kan., said the company is expected to spend \$19 million on new pollution control equipment at the Sugar Creek plant, a plant in Fredonia, Kan., and a plant in Iowa. The three Midwestern plants will have to cut their annual air pollution emissions by a total of 1,127 tons of nitrogen oxide and also eliminate 1,127 tons of sulfur dioxide.

Lafarge will pay a \$5.1 million fine that will help finance environmental projects. Of that, Missouri and Kansas each will receive \$55,250 for energy efficiency and pollution-reduction projects. In all, Lafarge will spend as much as \$170 million to meet all stipulations of the settlement, according to federal government estimates. "This settlement calls for tough new controls and innovative technologies to cut down on harmful air emissions that threaten the health of millions of Americans," said Cynthia Giles, assistant administrator for EPA's Office of Enforcement and Compliance Assurance.

A Lafarge North America executive said the company "remains firm" in its belief that it didn't violate the Clean Air Act. "Agreements like this one, and the actions we will undertake pursuant to this agreement, demonstrate that we want our plants to continue to minimize emissions to the atmosphere as much as possible," said Sylvain Garnaud, president of Lafarge North America's cement division.



## Gas Detector Receives MSHA Approval

Industrial Scientific is pleased to announce that the Mine Safety and Health Administration (MSHA) has assigned Approval No. 22-A090001-0 to the MX4 iQuad™ multi-gas detector. The MX4 is now permitted for use in U.S. mines under Title 30 CFR, Part 22.

Configuring the MX4 to detect carbon monoxide, oxygen, and 0-5% of volume methane makes the instrument ideal for most mining applications. Adding a nitrogen dioxide (NO2) sensor customizes the unit for mines where diesel-powered equipment is used.

Small, rugged and simple to use, the MX4 is ideal for harsh underground mining environments. A rubber overmold covers its polycarbonate housing to protect the MX4 from high-impact bumps and drops. The housing has also been third-party tested and certified IP66 and IP67. This ingress protection rating indicates that the MX4 is dust-tight and resistant to both water jets and submersion. The MX4 uses a combination of three alarms. Ultra-bright LEDs, a 95 db audible alarm and a powerful vibrating alarm all warn users of hazardous gas levels.

# What is Ergonomics?

The goal of the science of ergonomics is to find a **"best fit" between the worker and the job conditions**. Ergonomics tries to come up with solutions to make sure **workers stay safe, comfortable, and productive**. Ergonomics is a **new topic for the construction industry, but the ideas have been around for many years**.

For example, in 1894 the split-level scaffold was designed for masonry work in the U.S. to reduce workers' frequent bending. This new scaffold system was designed to **increase workers' productivity by reducing the time spent in awkward positions**. There is still a strong case for using ergonomic improvements both to reduce workers' exposure to risk factors for **Work-Related Musculoskeletal Disorders (WMSDs)**, and to improve their productivity.

Ergonomics looks at how:

- **Physical abilities of the human body**
- **Limitations of the human body**

Are directly related to

- **Work task**
- **Tools, equipment, and materials**
- **The job environment**

**WMSDs** are the **leading cause of disability for people in their working years**. They can be caused by **frequently working in a way that puts stress on the body as such**:

<b>Gripping</b>	<b>Kneeling</b>	<b>Lifting</b>
<b>Working in awkward positions</b>	<b>Applying force</b>	<b>Repeating movements</b>
<b>Bending</b>	<b>Working overhead</b>	<b>Twisting</b>
<b>Using vibrating equipment</b>	<b>Squatting</b>	<b>Over-reaching</b>

The **best way to reduce WMSDs** is to **use the principles of ergonomics** to redesign tools, equipment, materials, or work processes.

**Simple changes can make a big difference**. Using **ergonomic ideas** to improve tools, equipment, and jobs **reduces workers' contact with those factors that can result in injury**. When ergonomic changes are introduced into the workplace or job site, they should always be **accompanied by worker training on how to use the new methods and equipment**, and how to work safely.

## DO YOU NEED AN ERGONOMICS PROGRAM?

Many ergonomics experts recommend that **employers and joint labor-management groups develop their own ergonomics programs** to analyze risk factors at the worksite and find solutions. These programs may operate as part of the site's health and safety program, or may be separate. **An ergonomics program can be a valuable way to reduce injuries, improve worker morale, and lower workers' compensation costs**. Often, these programs can also increase productivity.

**There may be a particularly urgent need for an ergonomics program at your site if:**

- Injury records or workers' compensation claims show excessive hand, arm, and shoulder problems; low back pain; or carpal tunnel syndrome.
- Workers often say that some tasks are causing aches, pains, or soreness, especially if these symptoms do not go away after a night's rest.
- There are jobs on the site that require forceful actions, movements that are repeated over and over, heavy lifting, overhead lifting, use of vibrating equipment, or awkward positions such as raising arms, bending over, or kneeling.
- Other businesses similar to yours have high rates of work-related musculoskeletal disorders.
- Trade magazines or insurance publications in your industry frequently cover these disorders.

**Effective ergonomics programs have included the following elements:**

- Employer commitment of time, personnel, and resources
- Someone in charge of the program who is authorized to make decisions and institute change
- Active employee involvement in identifying problems and finding solutions
- A clearly defined administrative structure (such as a committee)
- A system to identify and analyze risk factors
- A system to research, obtain, and implement solutions such as new equipment
- Worker and management training
- Medical care for injured workers
- Maintaining good injury records
- Regular evaluation of the program's effectiveness.