

**OSHA/CONSTRUCTION NEWS SUMMARY****Agenda Shows 19 Rulemakings are Projected to Move Forward**

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TRANSPORTATION NEWS SUMMARY**FMCSA Issues Proposed Rule on Hours-of-Service Requirements for Commercial Truck Drivers**

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I-70 Closed...Hazmat Spill

SUMMIT COUNTY – Tues. Dec 22 - Westbound and eastbound lanes of I-70 on the west side of the Eisenhower Tunnel reopened after 50 gallons of a material used to make explosives spilled on the highway. [Read more....](#)

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U.S. DOT Proposes Rule to Ban Hand-Held Cell Phone Use for Commercial Truck and Bus Drivers

As part of its campaign to **put an end** to the practice of **distracted driving**, the U.S. Department of Transportation proposed a **new safety regulation** that would specifically **prohibit interstate commercial truck and bus drivers** from using hand-held cell phones while operating a **commercial motor vehicle (CMV)**. [Read more....](#)

HANDS-FREE TOO? FMCSA interest goes beyond hand-held phones

Within the proposal is a request for public comments about a possible **future ban on hands-free communications** as well. [Read more....](#)

Truckers Say Port Registries Violate Federal Law; Petition Filed Asking DOT to Prohibit Registries

The **Owner-Operator Independent Drivers Association (OOIDA)**, the New Jersey Motor Truck Association and the Port Drivers Federation 18 have **filed a petition** asking the **Department of Transportation (DOT)** for a determination that **mandatory drayage truck registries** conducted by various ports and the California Air Resources Board (CARB) are **pre-empted by federal law**. [Read more....](#)

MSHA NEWS SUMMARY

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MONTHLY SAFETY TIP NEWS SUMMARY

THIEVES LOVE UNATTENDED JOBSITES

Jobsite theft is a subject that construction contractors have heard about before. Jobsite theft is a risk management and nationwide problem. [Read more....](#)

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Agenda Shows 19 Rulemakings are Projected to Move Forward

OSHA projects that **14 final rules and five proposed rules** will **move forward** through the rulemaking stages **over the next year**. In addition, **OSHA** is in the process of **developing a rule requiring employers** to implement an **Injury and Illness Prevention Program**. The agency is planning to convene a small business panel in June 2011.

Specifically, the following rules are at the final rulemaking stage:

- Confined Spaces in Construction — Next action will be a final action 11/2011
- General Working Conditions for Shipyard Employment — Next action will be a final rule 01/2011
- Electric Power Transmission and Distribution; Electrical Protective Equipment — Next action will be a final rule 05/2011
- Standards Improvement Project — Next action will be a final rule 06/2011
- Hazard Communication — Next action will be a final rule 08/2011
- Procedures for Handling Discrimination Complaints Under Federal Employee Protection Statutes — Next action will be a final rule 11/2011
- Nationally Recognized Testing Laboratories Fee Schedule, Revised Approach — Next action will be a final rule 12/2010
- Cooperative Agreements — Next action will be a final action 09/2011
- Procedures for Handling Employee Retaliation Complaints Under the National Transit Systems Security Act of 2007; Surface Transportation Assistance Act of 1982, as Amended; and Federal Railroad Safety — Next action will be a final action 11/2011

OSHA/CONSTRUCTION

- Occupational Injury and Illness Recording and Reporting Requirements —Musculoskeletal Disorders (MSD) Column — Next action will be a final action 02/2011
- Procedures for the Handling of Retaliation Complaints Under the Employee Protection Provisions of the Consumer Product Safety Improvement Act (CPSIA) of 2008 Procedures for the Handling of Retaliation Complaints Under Section 806 of the Corporate and Criminal Fraud Accountability Act of 2002, As Amended — Next action will be a final action 09/2011
- Complaints Under the Employee Protection Provision of the Consumer Financial Protection Act of 2010, Section 1057 of the DODD-FRANK Wall Street Reform and Consumer — Next action will be a interim final rule 09/2011
- Procedures for the Handling of Retaliation Complaints Under Section 1558 of the Affordable Care Act of 2010 — Next action will be a interim final rule 09/2011

The rules at the proposed rulemaking stage include the following:

- Occupational Exposure to Crystalline Silica — Next action will be a notice of proposed rulemaking 04/2011
- Walking Working Surfaces and Personal Fall Protection Systems (Slips, Trips, and Fall Prevention) — Next action will be a public Hearing 01/18/2011
- Combustible Dust — Next action will be to initiate SBREFA 04/2011
- Occupational Injury and Illness Recording and Reporting Requirements — Modernizing OSHA's Reporting System — Next action will be a notice of proposed rulemaking 09/2011
- Occupational Injury and Illness Recording and Reporting Requirements — NAICS Update and Reporting Revisions — Next action will be a notice of proposed rulemaking 03/2011

To read the complete agenda, visit the [General Services Administration website](#).

FMCSA Issues Proposed Rule on Hours-of-Service Requirements for Commercial Truck Drivers

The U.S. Department of Transportation's **Federal Motor Carrier Safety Administration (FMCSA)** issued a regulatory proposal on December 23, 2010 that would revise hours-of-service (**HOS**) requirements for commercial truck drivers.

“A fatigued driver has no place behind the wheel of a large commercial truck,” said Transportation Secretary Ray LaHood. **“We are committed to an hours-of-service rule that will help create an environment where commercial truck drivers are rested, alert and focused on safety while on the job.”**

The publication of this proposed rule coincides with the timeframe established in a court settlement agreement that requires **FMCSA** to publish a final **HOS** rule by July 26, 2011.

This new **HOS** proposal would retain the **“34-hour restart”** provision allowing drivers to restart the clock on their **weekly 60 or 70 hours** by taking **at least 34 consecutive hours off-duty**. However, the restart period would have to **include two consecutive off-duty periods** from midnight to 6:00 a.m. Drivers would be allowed to **use this restart only once during a seven-day period**.

Additionally the proposal would **require commercial truck drivers to complete all driving within a 14-hour workday**, and to complete all **on-duty work-related activities within 13 hours** to allow for **at least a one hour break**. It also leaves **open for comment** whether drivers should be **limited to 10 or 11 hours of daily driving time**, although **FMCSA** currently favors a **10-hour limit**.

“In January, we began this rulemaking process by hosting five public listening sessions with stakeholders across the country,” said **FMCSA** Administrator Anne S. Ferro. **“This proposed rule provides another opportunity for the public to weigh in on a safety issue that impacts everyone on our roadways.”**

Driving hours are regulated by federal **HOS rules**, which are designed to **prevent commercial vehicle-related crashes and fatalities** by prescribing **on-duty and rest periods for drivers**.

Commercial truck drivers who **violate this proposed rule** would face **civil penalties of up to \$2,750 for each offense**. Trucking companies that **allow their drivers to violate the proposal's driving limits** would face **penalties of up to \$11,000 for each offense**.

Other **key provisions** include the **option of extending a driver's daily shift to 16 hours twice a week** to accommodate for issues such as **loading and unloading at terminals or ports**, and allowing drivers to **count some time spent parked** in their trucks toward off-duty hours.

The **rulemaking was published in the Federal Register** on Dec 29. The public now has **60 days to comment**. A copy of the rulemaking proposal, information on how to submit comments, and evidentiary material is available on **FMCSA's Web site**.

I-70 Closed... Hazmat Spill

SUMMIT COUNTY – Tues. Dec 22

Westbound and eastbound lanes of I-70 on the west side of the Eisenhower Tunnel reopened after 50 gallons of a material used to make explosives spilled on the highway.

CDOT said a larger tow truck ran into the back of a truck carrying an estimated 40,000 pounds of the explosive gel. Lake Dillon Fire-Rescue said an estimated 50 gallons of a liquid blasting agent spilled.

The Colorado State Patrol's hazmat team helped the Summit County hazmat team in plugging the leak.

The crash happened around 2:35 p.m. Eastbound I-70 reopened around 7 p.m. – westbound, before midnight. Hundreds, if not thousands, of travelers were affected. The tow truck driver was injured and taken to Summit Medical Center in Frisco.

Both directions of I-70 were initially closed from Silverthorne to the Eisenhower Tunnel, including the tunnel itself. CDOT spokeswoman Stacey Stegman said four hours would be the minimum the closure because the company that owned the blasting gel was sending another truck to the scene to offload it.

Lake Dillon Fire-Rescue said a tanker that carries such a hazardous substance would normally have been routed over Loveland Pass, but it was closed at the time due to the heavy snow. They also said the explosive gel is considered stable inside the container, but there were concerns that static electricity could cause an explosion. As a result, crews stayed a third of a mile away from the spill site.



FMCSA Proposes Seven Changes in Hours Rule

The **Federal Motor Carrier Safety Administration** is proposing seven changes in the current **hours of service rules** in order to, it says, give drivers the **flexibility to take a break** during the day and **reduce the health and safety risks of long hours of work**.

Here are the changes the agency is proposing:

- Consider the possibility of limiting daily driving time to **10 hours** rather than the **current 11 hours**. The agency said it **favours a 10-hour limit** but is looking for comments and data on the issue.
- Drivers would have to be **released from duty after 14 consecutive hours**, rather than have the current option of **continuing on duty but not drive**. All drivers would have the option of taking **two 16-hour shifts a week** but would have to be released from duty afterwards. Any **on-duty time after 14 hours** would be counted as a 16-hour shift.
- Give drivers a **one-hour break during the day** by limiting actual duty time within the **14-hour driving window to 13 hours**.
- Limit **consecutive time behind the wheel** by prohibiting a driver from driving if it has been **more than 7 hours since his last off-duty** or sleeper-berth period of **at least 30 minutes**.
- Modify the **34-hour restart**: it would have to **include two periods between midnight and 6 a.m.**, and it could be **used only once a week**.
- Change the **definition of on-duty time** from any time in the truck, except the sleeper berth, to **exempt any time spent resting in a parked truck and up to two hours in the passenger seat** of a moving truck immediately before or after **eight hours in a sleeper berth**.
- The **oilfield operations exception** would be revised to **clarify the language on waiting time** and to state that **waiting time would not be included** in the **calculation of the driving window**.

Other key components of the rule would not change: drivers would still have to **take off 10 consecutive hours per day**, the **weekly limits for on-duty hours** would stay at **60 in 7 days and 70 in 8 days**.

The **sleeper berth requirement** for at least **8 consecutive hours in the berth** and **2 hours either in the berth or off duty** would remain the same, but the changes **proposed for driving, on-duty time and duty-period limits would apply**.

It **remains to be seen** if these changes will end the litigation and attendant **uncertainty** that has vexed the industry and the enforcement community **since the current rules took effect in 2004**.

The agency took on this rewrite attempt in order to **address issues raised in several successive suits** brought against the rule by **Public Citizen and the Teamsters union**.

Trucking Industry Reaction

American Trucking Associations' reaction was **quick and highly negative**.

The proposal is "**overly complex, chock full of unnecessary restrictions on professional truck drivers** and, at its core, would **substantially reduce trucking's productivity**," said **ATA President and CEO Bill Graves** in a statement.

The **statement signals the concerns** that **ATA** will no doubt **address in comments** on the rule. It says, for example, that the **proposal disregards the negative safety impacts the proposed changes will have**.

"**FMCSA** previously found that the **11th hour of driving time does not increase driver weekly hours**; is used for **flexibility purposes**; **does not increase driver fatigue risks**; and that eliminating it would **promote more aggressive driving** and lead to placing **tens of thousands of less experienced drivers** on the road who would **pose greater crash risks**," the association said.

ATA has geared up to challenge the proposal by establishing a web site:

www.safedriverhours.com.

The **Owner-Operator Independent Drivers Association** is still studying the proposal. "We are **carefully analyzing the proposal**, but I can tell you that to make additional safety gains, the **next hours-of-service rule must be more flexible** to allow drivers to **sleep when tired** and to **work when rested**," said Executive Vice President **Todd Spencer** in a statement.

"**The rules must encourage truck drivers to get off the road** when they are **tired and must not penalize them for doing so**."

U.S. DOT Proposes Rule to Ban Hand-Held Cell Phone Use for Commercial Truck and Bus Drivers

As part of its campaign to **put an end** to the practice of **distracted driving**, the U.S. Department of Transportation proposed a **new safety regulation** that would specifically **prohibit interstate commercial truck and bus drivers** from using hand-held cell phones while operating a **commercial motor vehicle (CMV)**.

“Every time a commercial truck or bus driver takes his or her eyes off the road to use a cell phone, even for a few seconds, the driver places everyone around them at risk,” said U.S. Transportation Secretary Ray LaHood. **“This proposed rule will go a long way toward keeping a driver’s full attention focused on the road.”**

The proposed **Federal Motor Carrier Safety Administration (FMCSA)** rule would prohibit commercial drivers from **reaching for, holding or dialing a cell phone while operating a CMV**. Drivers who violate these restrictions would face federal civil penalties of **up to \$2,750 for each offense and disqualification of their commercial driver’s license (CDL) for multiple offenses**. Additionally, states would **suspend a driver’s CDL after two or more violations of any state law on hand-held cell phone use**.

Motor carriers that allow their drivers to use hand-held cell phones while driving would face a maximum penalty of \$11,000. Approximately four million interstate commercial drivers would be **affected by this proposal**.

“We are committed to using every resource at our disposal to ensure commercial drivers and vehicles are operating safely at all times,” said **FMCSA** Administrator Anne S. Ferro. **“Implementation of this proposal would help make our roads safer and target a leading cause of distracted driving.”**

FMCSA research shows that using a **hand-held cell phone while driving** requires a commercial driver to **take several risky steps**. In particular, commercial drivers **reaching for an object, such as a cell phone, while driving are three times more likely to be involved in a crash or other safety-critical event**. Drivers **dialing a hand-held cell phone while driving**

increase their risk by six times. Many of the largest carriers, such as UPS, Covenant Transport, and Wal-Mart, **already have company policies in place** banning their drivers from using **hand-held phones**. In **September 2010, FMCSA** issued a regulation **banning text messaging while operating a commercial motor vehicle**.

Nearly 5,500 people died and half a million were injured in crashes **involving a distracted driver in 2009**. **Distraction-related fatalities** represented 16 percent of overall traffic fatalities in 2009, according to **National Highway Traffic Safety Administration (NHTSA)** research.

FMCSA is providing 60 days for the public to comment on this rulemaking. The comment period ends Feb. 22, 2011.

HANDS-FREE TOO?

FMCSA interest goes beyond hand-held phones

Within the proposal is a request for public comments about a possible **future ban on hands-free communications** as well.

The latest proposal is an indication of **how deep into the issue of distracted driving** the agency is willing to tread.

The proposal is **not yet a final rule**, and the outcome can **still be shaped**. That’s precisely what **OOIDA leadership and membership** have a chance to do during the 60-day public comment period.

Key within the NPRM is language by **FMCSA** that solicits public comments about the **possibility of an outright ban on all cell phone use for commercial drivers, including hands-free**.

“We are requesting comments on whether to propose a complete prohibition on mobile telephone use by drivers of CMVs,” **FMCSA** regulators stated in the **NPRM** document.

That one, **OOIDA** Director of Regulatory Affairs Joe Rajkovic said, is **sure to draw some comments from truckers**.

Once the public comment period ends, the **FMCSA** will draft a final rule and undergo **another round of public comments**. Rajkovic says, **don’t wait if you want to make comments on the proposal**.

“This is the time to make your comments, at the time of a notice of proposed rulemaking,” he said.

To read the entire article, [click here](#).

Truckers Say Port Registries Violate Federal Law; Petition Filed Asking DOT to Prohibit Registries

The **Owner-Operator Independent Drivers Association (OOIDA)**, the New Jersey Motor Truck Association and the Port Drivers Federation 18 have **filed a petition** asking the **Department of Transportation (DOT)** for a determination that **mandatory drayage truck registries** conducted by various ports and the California Air Resources Board (CARB) are **pre-empted by federal law**. In order to prevent an **unworkable patchwork of local and state laws** that impede the **efficient movement of goods** in interstate commerce, the petitioners are asking that these **registries be prohibited**.

More and more over the past few years, port authorities are **requiring interstate motor carriers to affix compliance decals**, RFID tags (radio-frequency identification), or participate in **mandatory registries** as part of an environmental effort to **reduce emissions**. **Failure to comply with the registries** means **denial** of a motor carrier's ability to **offer service in the marketplace and potential fines**. One state environmental agency, the California Air Resources Board, has also been conducting such a registry since 2007.

Petitioners **argue** that this practice **violates** Section 209(c) of the **Federal Aviation Administration Authorization Act (FAAAA)** resulting in a regulatory regime that affects the price, route or service offered by motor carriers.

"Registries and their **required identification stickers** are essentially a de facto re-regulation of interstate commerce," said **OOIDA** President Jim Johnston. "**These illegal practices should not be carried out under the guise of compliance with environmental regulations.**"

Congress enacted the **FAAAA's motor carrier pre-emption provision** to ensure that the deregulation of the trucking industry was **not replaced by a patchwork of inconsistent state laws and regulations**. It was believed that such an overabundance of laws would **not only place an undue burden on motor carriers engaged in interstate commerce**, but

also **prevent competitive market forces from shaping the offerings of motor carriers**.

"**Failure by the DOT** to uphold the law will undoubtedly **encourage more authorities** to adopt similar mandates that will **impede efficient movement of goods**," added Johnston. "It's a return to the **worst** of the things that **deregulation** did away with long ago."

Further, because truck **owners typically are required to place some type of identification on their trucks to evidence registration**, petitioners also request a determination that additional identification requirements **imposed through the use of registries** are prohibited by Section 4306 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

"If the federal government does not act, **trucking is headed back to the days where we had multiple credentials on our trucks**, from dozens of fuel stickers to multiple plates. **Congress outlawed those practices** and now they are **creeping back** into trucking," stated Johnston.

See: [Petition to U.S. DOT Dec. 2010](#)

ABOUT THE PETITIONERS:

- **Owner-Operator Independent Drivers Association:** largest national trade association representing the interests of small-business trucking professionals and professional truck drivers - currently has more than 153,000 members nationwide - established in 1973 - headquartered in greater Kansas City, Mo area.

- **New Jersey Motor Truck Association (NJMTA):** founded in 1914 to protect/promote the interests of the New Jersey trucking industry - represents more than 500 fleets operating in New Jersey that employ well over 40,000 people, as well as 200 Allied Members that serve the trucking industry - mission is to foster and promote sound economical and efficient service by motor carrier transportation; to promote safety and courtesy in highway transportation; to foster and support beneficial laws and regulations affecting the motor carrier industry; to engage in any and all activities that will advance the interests of highway transportation and highway users generally.

- **Port Drivers Federation 18:** non-profit trade association representing the interests of approximately 1,000 members - independent owner-operators who primarily lease their trucks to motor carriers operating on and off the property of the Port Authority of New York and New Jersey.

Fee Adjustment for Testing, Evaluation, and Approval of Mining Products

This notice describes **MSHA's revised fee schedule** for testing, evaluating and approving mining products as provided by 30 CFR part 5. **MSHA** charges applicants a fee to **cover its direct and indirect costs associated with testing, evaluating, and approval of equipment and materials** manufactured for use in the mining industry. The new fee schedule, **effective January 1, 2011**, is based on **MSHA's** direct and indirect costs for providing services during **fiscal year (FY) 2010**.

I. Background

Under 30 CFR 5.50, **each fee schedule shall remain in effect for at least one year** and be subject to revision at least **once every three years**. **MSHA's** existing fee schedule, revised December 24, 2008 (73 FR 79195) became effective January 1, 2009.

Under 30 CFR 5.30(a), Part 15 fees for services provided to **MSHA** by other organizations **may be set by those organizations**. In addition, under 30 CFR 5.40, **when the nature of the product requires MSHA to test and evaluate the product at a location other than on MSHA premises, MSHA is allowed to charge actual travel expenses** in addition to the fees charged for **evaluation and testing**.

II. Fee Computation

MSHA computed 2011 fees using **FY 2010 costs** for baseline data. **MSHA** calculated a **weighted-average** based on the **direct and indirect costs** to applicants for testing, evaluation, and **approval services provided in FY 2010**. From this average, **MSHA** computed a single hourly rate, which **applies uniformly** to all applications.

As a result of this process, **MSHA** has determined that **as of January 1, 2011**, the fee will be **\$97 per hour for services provided**.

III. Applicable Fee

For applications postmarked before January 1, 2011: **MSHA** will process under the 2009 hourly rate of \$90.

For applications postmarked on or after January 1, 2011: **MSHA** will process under the 2011 hourly rate of \$97.

MSHA Announces Results of November Impact Inspections

The U.S. Department of Labor's Mine Safety and Health Administration announced that federal inspectors issued **250 citations, orders and safeguards** during **special impact inspections** conducted at **12 coal and 10 metal/nonmetal mine operations** in November.

These inspections **involve mines that merit increased agency attention** and enforcement due to their **poor compliance history** or particular compliance concerns, including **high numbers of violations or closure orders**; indications of operator tactics, such as **advance notification of inspections that prevent inspectors from observing violations**; frequent hazard complaints or hotline calls; **plan compliance issues**; inadequate workplace examinations; a **high number of accidents, injuries or illnesses**; fatalities; and adverse conditions such as **increased methane liberation, faulty roof conditions and inadequate ventilation**.

During November's impact inspections, **coal mines were issued 114 citations**, 11 orders and one safeguard. For metal/nonmetal mines, **113 citations and 11 orders were issued**. Since April, **MSHA** has conducted impact inspections at **182 coal and metal/nonmetal mines**.

"**MSHA's** impact inspection program is **helping to reduce the number of mines that consider egregious violation records a cost of doing business**," said Joseph A. Main, assistant secretary of labor for mine safety and health. "We will **continue using this important enforcement tool** to protect the nation's miners."

A **spreadsheet** is available containing the **entire results of November's impact inspections**.



THIEVES LOVE UNATTENDED JOBSITES

Jobsite theft is a subject that construction contractors have heard about before. Jobsite thievery is a risk management and **nationwide problem**. Unfortunately, even though there may be fewer jobsites, it appears that there may be more thieves, which is considered to be a spin-off of a weak economy.

Construction jobsites, especially when they are along the road or in an area that is off the beaten trail, are tempting to thieves. Jobsites of this type often have equipment, tool trailers, and jobsites trailers that are **not adequately secured**. Often generators, compressors, ladders, gang boxes and other smaller equipment are only chained and locked to a telephone pole or equipment, or stored in an inadequately secured storage container; **just a reminder...bolt cutters are cheap**.

Construction managers who consider anti-theft programs to be an unnecessary extra expense are **missing an opportunity to save money, reduce insurance costs, and prevent potential liability**. Not investing time and money in an anti-theft program will **increase the risk of theft and increased insurance costs in the long term**.

In a recent study by the Dewalt Tool Company, **jobsite security and the resulting loss of productivity was the number one concern of construction managers**. The study also identified the following key statistics, further illustrating today's jobsite security problem: 97% of construction industry professionals surveyed are concerned about jobsite security.

Tool theft, material theft, and truck/van protection are the top three types of jobsite losses; More than 50% of those surveyed have **had equipment stolen in the past 12 months**; More than **75% of jobsite theft occurs at night and on weekends**; 77% of jobsites have experienced theft up to five times each year over the past three years. Less than 15% of jobsites have effective alarm systems or other anti-theft solutions.

The **National Equipment Register** is dedicated to preventing equipment theft. The **NER** has developed comprehensive databases of equipment ownership, theft reports and machine identification. **NER's** services have assisted law enforcement in recovering millions of dollars of heavy equipment and greatly increased the risk of arrest for equipment thieves. Buyers of used equipment can also request searches of the **NER** database before purchasing equipment.

"LOSS PREVENTION AND SECURITY TECHNIQUES FOR EQUIPMENT OWNERS"

NER has published a document to help guide contractors through the process of developing a theft prevention program. It is **available online** for free.

In general the document recommends that equipment owners start their theft prevention plan by doing the following:

- **Make a theft prevention policy part of your business plan.**
- **Allow time in your employees' day to adhere to any responsibilities** that are outlined in the theft prevention policy.
- **Check for the availability of a local contractor's theft prevention organization** in order to exchange ideas and information about theft prevention and the pooling of resources.
- **Conduct unannounced and random worksite visits to ensure nothing unusual is occurring** while work is not in progress.
- **Invite and be open to suggestions from field employees about security and theft issues; they are on the site and know what potential problems exist.**

Heavy equipment is not the only thing thieves are after. Small tools, portable equipment, computers and other electronic devices often found in jobsite trailers and storage boxes are also vulnerable. **If they can sell it, they want it.**

The first place to start is to **keep an oncoming regularly updated inventory including make, model and serial numbers**. Hand tools, portable power tools, ladders and other small equipment **should be marked with the company name in an obvious place that is readily visible**. They should also be **engraved, stamped, or marked in a not so obvious place to discourage thieves from entering your work area** and taking tools.

You may even want to use **NER** or **LoJacks Re-unite-it labels** which are difficult to remove.

Most of all, make a plan for every jobsite and implement due diligence regarding jobsite security. You may never receive a direct payoff, but prevention may save you a lot of money.