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**MJS SAFETY TRAINING SUMMARY**

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## OSHA/CONSTRUCTION

### APA Survey Finds Many U.S. Workers Feel Stressed Out, Undervalued

Despite promising signs of economic recovery, many employees feel undervalued and stressed out at work and many are dissatisfied with aspects of their job, according to an online survey conducted by the American Psychological Association (APA) between January 31-February 8, 2011.

**36 percent of workers** reported experiencing work stress regularly and **49 percent** said low salary has a significant impact on their stress level at work. Money may be on workers' minds, but that isn't the only reason the American workforce is unhappy. Also cited as significant sources of stress:

- lack of opportunities for growth and advancement (43 percent)
- heavy workload (43 percent)
- unrealistic job expectations (40 percent)
- long hours (39 percent)

Additionally, less than half of employees (43 percent) said they receive adequate non-monetary rewards and recognition for their contributions at work and only 57 percent reported being satisfied with their employer's work-life practices. Just 52 percent of employees said they feel valued on the job, only two thirds reported being motivated to do their best at work and almost a third (32 percent) indicated that they intend to seek employment elsewhere within the next year.

The APA says, although these challenging times have been difficult for many organizations, some employers have seized the opportunity to create a healthy culture where both employees and the organization can thrive. "Creating a psychologically healthy workplace is good for employees and business results," says Norman B. Anderson, PhD, chief executive officer of the APA. "This is a growing trend and it is our hope that all organizations will eventually have some type of psychologically healthy workplace program."

### NIOSH Issues Fact Sheet on Respirator Approval Labels

The National Institute for Occupational Safety and Health is releasing a fact sheet, "NIOSH approval labels—Key information to protect yourself," on the approval process for respirators to receive NIOSH labels. The regulations at 42 CFR Part 84 specify minimum approval requirements for respiratory protective devices.

### New OSHA Bulletin Provides Guidance on General Respiratory Protection

To help employers and workers understand what respirators are, how they work, and what is needed to provide proper protection, OSHA just released a guidance document describing general respiratory protection and providing answers to some interesting questions:

- What are respirators made from?
- What optional features are available for respirators?
- How are particulate filters classified?
- What is the color coding for gas mask chemical cartridges/canisters?
- Are there any cautions/limitations when using respirators?
- How well does a respirator need to fit me?
- Can I wear a respirator if I have a beard?
- If I have the right cartridges-filters for a certain hazard, and my mask fits, will they always protect me against that hazard?
- Can anyone wear a respirator?
- Will my cartridge-filter and respirator mask protect forever?
- Will a gas mask protect me if there is not enough oxygen in the air?
- Will a gas mask protect me if there is a fire?
- Once I put on my gas mask, how long will it last?

Also provided is a list of questions to consider when purchasing a respirator. These include:

- What protection (which chemicals and particles, and at what levels) does the respirator provide?
- Is there more than one size?
- Which size should I use?
- How do I know if the gas mask or respirator will fit?
- What type of training do I need?
- Are there any special maintenance or storage conditions?
- Will I be able to talk while wearing the respirator?
- Does the hood restrict vision or head movement in any way?
- Can I carry the device in the trunk of my automobile?
- Is a training respirator available?

## **Worker Safety Top Priority**

*"Companies that cut corners  
at the expense of worker safety  
must be held accountable"*

*OSHA Assistant Secretary Dr. David Michaels*

## **OSHA Releases Training Module Addressing FOCUS FOUR Hazards**

To help workers in the construction industry understand the hazards they face and what their employers' responsibilities are with regard to protecting them from workplace hazards, OSHA just released a new training module called "[Construction Focus Four Outreach Training Packet](#)".

The packet, which includes instructor/student materials to address the focus four hazards — fall hazards; caught-in or -between hazards; struck-by hazards; and electrocution hazards — along with an instructor's guide with lesson test, PowerPoint® presentation file(s), student handouts (e.g., job aids, checklists), and DVD on "**Construction Safety: Choice or Chance**" is required to be used in both the 10- and 30-hour OSHA Construction Outreach Training Program classes. However, trainers will also find the information provided in this section helpful when planning their training sessions.

### **Why was this course developed?**

According to OSHA, construction safety is one of the top concerns. Construction is among the most dangerous industries in the country and construction inspections comprise 60 percent of OSHA's total inspections.

In 2009, preliminary data from the Bureau of Labor Statistics indicate that there were 816 fatal on-the-job injuries to construction workers — more than in any other single industry sector and nearly one out of every five work-related deaths in the U.S. that year.

Also in 2009, private industry construction workers had a fatal occupational injury rate nearly three times that of all workers in the United States: 9.7 per 100,000 full-time equivalent construction workers vs. 3.3 for all workers.

## **Contractor Cited for Exposing Workers to Fall Hazards**

OSHA just cited a lathing and plastering contractor for five safety violations after workers were observed working at heights greater than 6 feet without fall protection. The company faces penalties totaling \$75,900.

"Falls are a leading cause of injury and death in the construction industry," said Gary Anderson, an area director for OSHA. "Employers are responsible for knowing what hazards exist in their workplaces and ensuring that workers are not exposed to unnecessary risks. OSHA has been protecting workers for 40 years - we remain committed to ensuring their safety, especially when employers fail to do so."

Three repeat violations were issued. A *repeat violation* exists when an employer previously has been cited for the same or a similar violation of a standard, regulation, rule or order at any other facility in federal enforcement states within the last five years.

In addition, two serious violations were issued for a lack of hard hats and general fall protection. A *serious violation* occurs when there is substantial probability that death or serious physical harm could result from a hazard about which the employer knew or should have known.

OSHA standards require that an effective form of fall protection, such as guardrails, safety nets or personal fall arrest systems, be in use when workers perform construction work from a scaffold 10 feet or more above the next lower level.

## **16 Violations Cited Based on Previous Inspections at Other Company Locations**

OSHA just issued 33 citations to a manufacturer of machinery for hydraulics, air conditioning, refrigeration, and aerospace systems; 16 of which are repeat violations based on previous inspections conducted at other company locations. The inspection ended with proposed penalties totaling \$487,700 - 16 repeat citations with \$407,000 in fines and 17 serious citations with \$80,700 in fines.

## **Milwaukee Foundry Fined More Than \$108,000 for Exposing Workers to Lead**

OSHA has cited a foundry in Milwaukee with 13 health violations, including six repeat violations for failing to monitor workers' exposure to lead. The foundry faces penalties of \$108,570.

"Repeatedly failing to implement respiratory protection and compliance programs to control workers' exposure to lead unnecessarily puts employees at risk for serious health problems," said George Yoksas, an area director for OSHA. No worker should have to risk his or her health for the sake of a paycheck."

In all cases, the company has 15 business days from receipt of the citations and proposed penalties to comply, request a conference with OSHA's area director or contest the findings before the independent Occupational Safety and Health Review Commission.



## Commercial Learner's Permit Rule Published

Effective July 8, the **Federal Motor Carrier Safety Administration's** final rule requires a **CLP driver** to meet **virtually the same requirements** as a CDL driver, and the **same disqualification penalties apply**.

The final rule **spells out** what states must do to **issue a commercial learner's permit (CLP)** as a **prerequisite** to holding a **commercial driver's license**. Section 4122 of the **current federal highway funding law** required DOT to issue regulations on **minimum uniform standards** for the **issuance of CLPs**.

The knowledge test that is a **prerequisite for the CDL** is **also required** to earn the CLP. States must use **driver and examiner reference materials**, testing questions and exercises, and **testing methods FMCSA has pre-approved**. Applicants must be **at least 18 years old** to obtain a CLP, they must **hold it for a minimum of 14 days** before applying for a CDL, and the **tamperproof CLP** may bear only these endorsements: a restricted passenger (P) endorsement, a school bus (S) endorsement, and a tank vehicle (N) endorsement. A **driver's record** must be created for each CLP holder in the **Commercial Driver's License Information System (CDLIS)**, an **information system** for exchanging **commercial driver licensing information** among all states.

**FMCSA** proposed its **CLP standards** three years ago and **received 103 comments** in response. This final rule includes **provisions to prevent fraudulent testing and licensing**, including **requiring verification of Social Security numbers**, requiring CLP and CDL applicants to **prove they are legally** in the United States, requiring computer system controls to **allow overrides by supervisory personnel only**, and requiring **background checks** and formal training for all test examiners. It says **language interpreters may not be used** for the knowledge and skills tests. [Read more.....](#)

*States have three years to come into compliance, with a July 8, 2014 compliance date given for meeting the requirements of subpart B of 49 CFR part 384. Petitions for Reconsideration of any amendment made by this final rule must be received on or before June 8, 2011. Any petition for reconsideration submitted after this date will not be considered.*

## ATA Testifies Before Congress on Driver Background Checks

**American Trucking Associations (ATA)** called for Congress to **enact sensible credentialing** by **eliminating duplicative background checks** for commercial drivers. Martin Rojas, **ATA vice president** of safety and operations, told the **House Homeland Security Committee's Subcommittee on Transportation Security** that the **multiple checks commercial drivers** must submit to are **costly and discourage** well-qualified potential drivers from entering, or **remaining in the industry**.

"The screening of individuals involved in the transportation of goods is **important** to the trucking industry," Rojas told the subcommittee. "Our industry has long supported a national, uniform process to check a commercial driver's criminal history. However, the **present multiplicity of background checks** for commercial drivers, and their **associated costs**, creates a **significant challenge** for the recruitment and retention of qualified drivers."

Rojas said the **cost of a hazardous materials endorsement background check** is as high as \$150, and since the **program was implemented in 2004** more than **1.2 million hazmat drivers** have voluntarily given up their endorsement, in part because of **cost**.

The **problem is worse** for **hazmat drivers** who also require a **Transportation Worker Identification Credential**, since those drivers must pay **\$132.50** for an **identical background check** to the **HME screening**.

"ATA believes," Rojas said, "that the **MODERN Security Credentials Act**, if signed into law, will have the . . . **positive impact of reducing the burdensome requirements** of multiple background checks and of **excess fees and costs** faced by commercial drivers and trucking companies."

## CDC Finds Annual Estimated Cost of U.S. Crash-Related Deaths...\$41 Billion

**M**otor vehicle crash-related deaths in the United States resulted in an **estimated \$41 billion in medical and work loss costs** in a year, according to state-based estimates released today by the **Centers for Disease Control and Prevention**. Half of this cost (\$20.4 billion) was in 10 states, the report says.

**CDC's data analysis** found that the **10 states with the highest medical and work loss costs** were California (\$4.16 billion), Texas (\$3.50 billion), Florida (\$3.16 billion), Georgia (\$1.55 billion), Pennsylvania (\$1.52 billion), North Carolina (\$1.50 billion), New York (\$1.33 billion), Illinois (\$1.32 billion), Ohio (\$1.23 billion), and Tennessee (\$1.15 billion).

These **cost findings** are based on **2005 data**, which is the **most recent year** for which **comprehensive data on costs** associated with **crash deaths** is available. **However**, the CDC study was **not configured** to develop an **explanation** for the **variation in state costs**.

"Deaths from motor vehicle crashes are preventable," said CDC Director Thomas R. Frieden, M.D., M.P.H. "Seat belts, graduated driver's license programs, child safety seats, and helmet use save lives and reduce health care costs."

CDC is releasing new fact sheets highlighting state-based costs of crash deaths, to coincide with the May 11 launch of the Decade of Action for Road Safety. The United Nations General Assembly has proclaimed 2011 to 2020 the Decade of Action for Road Safety, a period of enhanced focus on protecting lives on the world's roads. [See cost data for your state....](#)

## Tanker Driver Faces Multiple Charges, Including DUI

The driver of a **tanker truck** that led **several law enforcement agencies** on a chase from Owasso to downtown Tulsa on Saturday, May 21<sup>st</sup>, was **booked into the Tulsa Jail** on **multiple complaints**, including **driving under the influence** and **possession of a controlled substance**.

The driver was **also arrested** on **complaints of failure to stop** at a red light, **possession of drug paraphernalia**, **eluding an officer**, **running a road block**, **assault with a deadly weapon on police**, **unsafe lane change** and **resisting arrest**. The **DUI arrest** was his **second**, according to jail records. His **bond was set at \$80,950**.



The driver was **arrested** after **allegedly failing to stop** at a red light in Owasso and leading police and Oklahoma Highway Patrol troopers on a **chase from there to downtown Tulsa**. After a trooper **shot out a tire on the truck**, the tanker truck was **stopped** just blocks from two crowded arts festivals, the report states.

According to an Owasso Police Officer's **arrest report**, the driver **failed to stop** after multiple attempts by the Officer. **At one point early in the chase**, the Officer **pulled along the side** of the driver and verbally told him to **pull over**. According to the report, the driver made **direct eye contact with the Officer and mouthed the words, 'I'm not pulling over.'** The Officer then **fell back behind the truck** and waited for more Officers to assist, the report states.

**Another Owasso Officer** went ahead to **deploy stop sticks**, but as the driver approached, he **swerved to avoid the stop sticks**, nearly hitting the officer and **crossing into the median and onto a service road**.

Before the **service road reached a dead end**, he **crossed the median again** and re-entered the highway, causing **several cars to swerve to avoid a collision** with the truck, according to the report.

The **truck proceeded westbound** on the Broken Arrow Expressway, **avoiding another set of stop sticks** deployed by OHP troopers.

In another attempt to stop the vehicle, and **fearing that the driver was headed into busy downtown Tulsa** where **Mayfest was occurring**, an OHP trooper **fired shots at the truck's front tire**.

The **front tire was deflating and**, as the driver turned a corner, he **crashed into a vehicle and pushed that vehicle into four others**.

After the truck was stopped, troopers and TPD officers **attempted to arrest the driver**, but he **resisted**, according to the report. **During the struggle with officers**, he **sustained multiple injuries** and was **treated by EMSA paramedics**.

In the truck, officers found **two syringes with a "white powder residue near the plungers and blood/residue inside the reservoir"**, according to the report. Officers also found **two large knives** and **other drug paraphernalia in the truck**, the report states.

According to **Oklahoma Department of Corrections records**, the driver was **convicted in 1997 and 1999 on indecent exposure charges**, and in **1999 and 2004 on drug and firearm charges**.

# Measure Would Provide Truckers Tax Break for Investing in Some Safety Technologies

Fleets could receive tax credits for certain advanced safety technologies under a bill introduced this month in the House of Representatives.

The **Commercial Motor Vehicle Advanced Safety Technology Act** specifies four safety systems for heavy vehicles that would be eligible for tax credits of up to \$1,500 per system and \$3,500 per vehicle.

Rep. Geoff Davis (R-Ky.) introduced the bill, with Rep. Mike Thompson (D-Calif.) co-sponsoring.

**"Each year, there are over 384,000 crashes involving trucks, buses and other heavy vehicles,"** Thompson said in his statement. **"Many of these accidents could have been prevented if advanced safety technologies had been in place."**

Four varieties of systems would be eligible for the credit: brake-stroke monitoring systems, lane-departure warning systems, collision warning systems and vehicle-stability systems. The bill allows the administrators of the **Federal Motor Carrier Safety Administration** and the **National Highway Traffic Safety Administration** to certify additional safety systems as well.

**"Eligible devices for the tax credit** have been identified by the **Commercial Vehicle Safety Alliance** as holding great potential to provide significant safety benefits and are not already mandated by the federal government," Davis said in his May 4 statement.

The bill would give truck and bus owners' five-year tax credits for 50% of the costs of the safety systems. Each fleet or vehicle owner could get only **\$350,000 a year in credits**. Thompson introduced the legislation in 2009 and gathered 37 co-sponsors.

**"The technology is there,"** said Dick Henderson, director of government affairs at CVSA. **"Some of the bigger carriers are already investing in it. The bill is primarily designed for the smaller carriers who operate on a much thinner profit margin,"** he said.

CVSA helped to write the bill by identifying eligible technologies, Henderson said.

**"We had a lot of people look at it,"** Henderson said. **"We got pretty good confirmation that, first of all, these technologies work, and they would address a significant percentage of contributing factors to accidents."**

**"Anything that helps fleets get these technologies into their vehicles is great,"** said Fred Andersky, director of government affairs at **Bendix Commercial Vehicle Systems**. Bendix manufactures vehicle-stability technology and collision warning and mitigation systems, among other safety technology, for buses and trucks.

**"Overall, it helps the fleets, it helps the drivers and it helps all of us who are on the roadways,"** Andersky said of the safety systems eligible for tax credit under the bill. **"It helps create a safer driving environment."**

Though a mandate might be more effective at attaining widespread use of these systems, mandates involve multiple stages of regulation before they can take effect, Henderson said. **"That process, in most cases, takes several years or more"**.

Changes to the tax code, however, take effect far more quickly. **"The day the bill is signed, the carriers can take advantage of the tax credit,"** Henderson said.

Davis is not sure how much the tax credits would cost the federal government because the **Congressional Budget Office**, which is responsible for analyzing the costs of legislation, has not studied it, Davis spokesman Rick VanMeter said. The caps on the potential credits are meant **"to mitigate potential revenue loss,"** he added.

Henderson was optimistic about the bill's prospects. **"It looks like it could be given serious consideration by the Ways and Means Committee,"** he said. That committee is responsible for tax-code changes. Henderson said he believes the bill could be incorporated into the next surface transportation reauthorization bill.

Thompson was the only co-sponsor of the tax-credit bill as of last week; no senator has introduced a counterpart bill in the Senate.



## Driver Enforcement Detailed in Obama Highway Bill Draft

Say the words “highway bill” and most people will automatically think highway funding. While that’s obviously in there, most forget that highway bills are also a vehicle for the administration and Congress to set regulatory goals and agendas.

The recently leaked Obama administration’s draft of a highway bill was long on regulatory goals and agendas. Buried deep in the 500-page document is a 66-page section targeted directly at the trucking industry. While the bill is just a draft, it sends a clear picture of where the administration’s priorities are in terms of regulating the trucking industry.

It kicks off with a section on motor carrier level enforcement. It details a proposed plan to deal with “reincarnated carriers,” or chameleon carriers, and promptly moves on to tackle the issue of chronic noncompliance by motor carriers and their officers. The section on “Driver Safety Provisions,” however, is a lengthy section zoning in on driver enforcement.

The highway bill is one way that Congress can expand an agency’s authority over groups or individuals previously just outside their enforcement reach. This draft of the highway bill is obviously teed up to expand the authority of the Federal Motor Carrier Safety Administration, at least in a couple of areas.

Traditionally, FMCSA does not directly enforce on drivers, except when the motor carrier they work for or are leased on to is undergoing a compliance review.

The Obama administration highway bill contains a proposed provision that could change all that. Detailed under the “Driver Safety Fitness Ratings” section is a plan for individual drivers to have a safety score assigned to their compliance history. While not expressly stated, it’s apparent that system would occur under Compliance Safety Accountability – or the CSA enforcement program.

The program is already set up to track driver performance; however, this adds the rating mechanism and gives the FMCSA the authority to disqualify drivers from driving due to poor ratings.

In addition to taking a direct approach at enforcing on drivers, the Obama administration also seeks to set up the “National Clearinghouse for Positive Alcohol and Controlled Substance Test Results.”

While there is already a regulation snaking its way through the process, the draft bill indicates that the agency may be seeking more authority on who the regulation governs and the administration agrees that more authority is needed. The proposed provision seeks to give more jurisdiction over drug testing facilities and their employees.

This will be one of many drafts. In fact, Rep. John Mica, R-FL, for example, will also be drafting a highway bill for consideration as chairman of the House Transportation and Infrastructure Committee. However, each draft has the chance to find provisions woven into the final highway bill when it finally passes.

## FMCSA Sets June 8 as Deadline for Additional Comments on HOS Rule

The Federal Motor Carrier Safety Administration has set June 8 as the deadline to submit additional comments on the agency’s proposed Hours of Service rulemaking.

FMCSA officials announced that they had placed four additional research studies in the official rulemaking docket and was reopening the comment period to allow for public review and discussion of these studies.

The placement of the four studies and the request for additional comments certainly will delay the issuance of the Final Rule, which was scheduled July 26 based on a settlement agreement with safety organizations that filed suit against the current rule when it was published in 2008. “This extra comment period will require additional time that was not envisioned in 2009 (when the settlement was reached), thus the agency will be unable to publish a Final Rule by July 26, 2011,” the Federal Register said. The FMCSA did not say when the final rule would be ready.

The rule could cut the amount of time truck drivers spend behind the wheel, alter shipping and distribution patterns, drive up transportation costs.

The agency said on May 6 that it had advised parties to the settlement, including the Teamsters union and Public Citizen, of the need for an extension of the comment period. Those groups argue the daily driving limit for truckers should be reduced from 11 to at most 10 hours — a step the FMCSA considers in its most recent proposal. The FMCSA also posted links to the studies, performed by researchers at the University of North Florida, Virginia Tech and Penn State University.

University researchers examined the relationship between cumulative driving hours, driver fatigue and accidents for truck drivers and bus operators. In general, the studies claim a link between extended driving and crashes — a claim disputed by many trucking companies and the American Trucking Associations.

The Penn State study reviewed truckload and less-than-truckload driver/crash data, including the logs of 878 truckload and 686 LTL drivers. “Extended driving time was ‘substantially associated’ with LTL crash odds, especially after six hours, with highest odds in the 11th hour.” That runs counter to claims by the ATA and other trucking groups, which argue reducing hours of service would not generate “a material safety benefit.” The ATA is “clearly skeptical” of “new research that has been discovered or generated by the DOT at the ‘11th hour,’” ATA President and CEO Bill Graves said.

[See the process for submitting comments.](#)

All comments received will be posted without change to [www.regulations.gov](http://www.regulations.gov) and will include any personal information provided.

## MSHA Urges Outdoor Enthusiasts to Steer Clear of Mines and Quarries

The U.S. Department of Labor's Mine Safety and Health Administration marked the Memorial Day weekend's unofficial start of summer with its annual warning to outdoor enthusiasts who may stray - knowingly or otherwise - onto mine property. Each year, numerous children and adults are injured or killed while engaging in recreational pursuits at active and abandoned mine sites around the country.

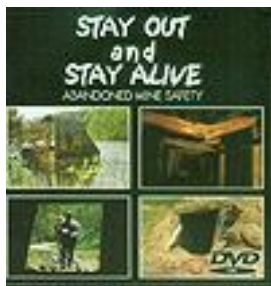
In 1999, MSHA launched "**Stay Out-Stay Alive**", a public safety campaign, to educate people unfamiliar with mining about the hazards that exist at sand and gravel pits, underground mines and water-filled quarries.

"As schools begin letting out for the summer, there are more opportunities to explore the great outdoors," said Joseph A. Main, assistant secretary of labor for mine safety and health. "We want our kids to stay safe and be aware that mines are not playgrounds."

MSHA Safety and Health Inspector Brad Allen spoke with more than 50 students at Chipeta Elementary School in Grand Junction, Colorado, about the dangers they can encounter at abandoned and active mines

Thomas Jones, a star running back with the Kansas City Chiefs, joined forces as **SOSA's** spokesman last year, and since then has delivered his safety message to school-age children, met with members of Congress to encourage their involvement, and taped several audio and video public service announcements. Jones, whose parents were coal miners in southwestern Virginia, admits to the lure of mine exploration during his early years.

The U.S. Department of Labor's Mine Safety and Health



"When you're a kid, you're adventurous and want to check out places like old mines and quarries," said Jones. "We didn't realize the dangers, and there were some close calls."

"Thomas Jones is the ideal spokesman for the **SOSA** campaign," said Main. "As a professional football player, he is a role model for children and can deliver the kind of message they will listen to."

Abandoned underground mines may harbor hidden openings that drop hundreds of feet down. Rotting timbers and unstable rock formations make cave-ins a real danger. Lethal concentrations of deadly gases can accumulate in underground passages, and total darkness and debris add to the hazards.

Water-filled quarries, which claim the most lives through drownings, have slippery slopes and unstable rock ledges. The water, which looks inviting, may conceal old machinery and sharp objects left behind after a mining operation closes.



Even expert swimmers have encountered trouble in the dangerously cold and deceptively deep waters - and they can't rely on lifeguards to rescue them.

Old surface mines, such as sand and gravel pits, are popular with ATV enthusiasts. However, they often contain hills of loose materials in stockpiles or refuse heaps that can easily collapse and cause deadly rollovers.

See [more information](#) about "**Stay Out-Stay Alive**"

## HOT WORK SAFETY REMINDER IN THE OIL AND GAS INDUSTRY

Hot work is any work that involves burning, **welding, using fire- or spark-producing tools,** or that **produces a source of ignition.** Welding and cutting operations are common to drilling and servicing operations. **Test for flammable gases in the work area before starting** any hot work. Potentially hazardous areas include, but are not limited to, **well heads, [fuel tanks](#), [mud tanks](#), tank batteries, [gas separators](#), oil treaters, or confined spaces where gases can accumulate.**

Workers performing hot work such as welding, cutting, brazing, soldering, and grinding are **exposed to the risk of fires from ignition of flammable or combustible materials in the space,** and from leaks of flammable gas into the space, from hot work equipment.

### POTENTIAL HAZARD:

- Getting burned by fires or explosions during hot work.

### POSSIBLE SOLUTIONS

**The basic precautions for fire prevention are:**

- Perform hot work in a safe location, or with fire **hazards removed or covered** and **review your companies hot work program.**
- Use **guards to confine the heat, sparks, and slag,** and to protect the immovable fire hazards.

### SPECIAL PRECAUTIONS:

**Do not perform hot work where flammable vapors or combustible materials exist.** Work and equipment should be **relocated outside of the hazardous areas,** when possible.

- Make **suitable fire-extinguishing equipment immediately available.** Review your fire Safety Program. Such equipment may consist of pails of water, buckets of sand, hose, or portable extinguishers.
- **Assign additional personnel (fire watch) to guard against fire while hot work is being performed.** Fire watchers are required whenever welding or cutting is performed in locations where anything greater than a minor fire might develop.

### FIRE WATCHERS SHALL:

- Have fire-extinguishing equipment readily available and be trained in its use.
- Be familiar with facilities for sounding an alarm in the event of a fire.
- Watch for fires in all exposed areas, try to extinguish them only when obviously within the capacity of the equipment available, or otherwise sound the alarm.
- Maintain the fire watch at least a half hour after completion of welding or cutting operations to detect and extinguish possible smoldering fires.

### POTENTIAL HAZARD:

- **Getting burned by a flash fire or explosion that results from an accumulation of flammable gases, such as Methane or Hydrogen Sulfide, around the wellhead area.**

### POSSIBLE SOLUTIONS:

- **Monitor the atmosphere** with a gas detector. If a flammable or combustible gas exceeds 10 percent of the lower explosive level (LEL), the work must be stopped.
- **Identify the source of the gas and repair the leakage.**