



OSHA/CONSTRUCTION NEWS SUMMARY

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Training funds total more than \$8.3 million in fiscal year 2009
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The **U.S. Department of Labor's Mine Safety and Health Administration (MSHA)** announced it has allocated more than \$8.3 million in health and **safety training grants** for fiscal year 2009, up from last year's distribution of \$8.2 million. [Read more....](#)

MONTHLY SAFETY TIP NEWS SUMMARY

PROACTIVE RESPONSE TO SWINE FLU AND ILLNESS IN THE WORKPLACE

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PREVENTING THE FLU: Good Health Habits Can Help Stop Germs

The **single best way to prevent seasonal flu is to get vaccinated** each year, but **good health habits** like covering your cough and **washing your hands** often can help **stop the spread of germs and prevent respiratory illnesses** like the flu. There also are **flu antiviral drugs** that can be used to treat and prevent the flu. [Read more....](#)

MJS SAFETY TRAINING SUMMARY

MJS SAFETY ONLINE TRAINING COURSES [Read more....](#)



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OSHA has published data on its **most frequently cited standards**, as well as penalty amounts, for fiscal year 2009 (October 2008 through September 2009). **Two construction standards (Scaffolding and Fall Protection) continue to rank at the top**, both in terms of being cited and in highest penalties.

Top 10 most frequently cited standards:

- **Scaffolding, general requirements, construction** (29 CFR 1926.451)
- **Fall protection, construction** (29 CFR 1926.501)
- **Hazard communication standard, general industry** (29 CFR 1910.1200)
- **Respiratory protection, general industry** (29 CFR 1910.134)
- **Control of hazardous energy (lockout/tag out), general industry** (29 CFR 1910.147)
- **Ladders, construction** (29 CFR 1926.1053)
- **Powered industrial trucks, general industry** (29 CFR 1910.178)
- **Electrical, wiring methods, components and equipment, general industry** (29 CFR 1910.305)
- **Electrical systems design, general requirements, general industry** (29 CFR 1910.303)
- **Machines, general requirements, general industry** (29 CFR 1910.212)

Top 10 highest penalty amounts:

- **Fall protection, construction** (29 CFR 1926.501)
- **Scaffolding, general requirements, construction** (29 CFR 1926.451)
- **Control of hazardous energy (lockout/tag out), general industry** (29 CFR 1910.147)
- **Machines, general requirements, general industry** (29 CFR 1910.212)
- **Excavations, requirements for protective systems, construction** (29 CFR 1926.652)
- **General duty clause** (Section 5(a)(1) of the OSH Act)
- **Process safety management of highly hazardous chemicals** (29 CFR 1910.119)
- **Ladders, construction** (29 CFR 1926.1053)
- **Aerial lifts** (29 CFR 1926.453)
- **Permit-required confined spaces** (29 CFR 1910.146)

Barab outlines new frontiers for OSHA

During a speech given at a recent Voluntary Protection Programs Participants' Association conference, **Jordan Barab, Acting Assistant Secretary of Labor**, made a strong statement about OSHA, **"We're returning to OSHA's original mission, as stipulated in the OSH Act, to assure safe workplaces for American workers and to ensure that employers comply with the law and safe working conditions."**

According to Barab, the administration is taking a number of actions to accomplish this goal.

- OSHA is **hiring around 130 new inspectors** in FY 2010. Inspectors are also being added this year to ensure that work funded by the American Recovery and Reinvestment Act of 2009 is done safely.
- OSHA is launching a new **Severe Violator Enforcement Program** to improve our targeted inspections. This is a revitalization of the former Enhanced Enforcement Program.
- **OSHA is taking swift action when problems are recognized.** A construction sweep in several cities in Texas just finished in response to a growing number of fatalities. OSHA will be launching a number of similar initiatives in coming years as troubling trends indicate a problem.
- **OSHA is seeking ways to raise penalties** and make them a real disincentive to cutting corners on safety.
- **OSHA is accelerating those standards that have been languishing in the pipeline** - such as silica, cranes and derricks, and the Globally Harmonized System of Classification and Labeling of Chemicals.
- Secretary Solis has announced a **new standard** to address the **hazards of combustible dust** and other **new standards for hazardous situations** will be announced where no standards exist.
- OSHA will be looking at **how the rulemaking process can be streamlined** to issue smarter, more protective standards in a faster timeframe.
- OSHA will also be launching a number of new **National Emphasis Programs (NEP)**. The agency is just finishing up an NEP on refineries and has launched an NEP focusing on chemical plants.
- **The agency will soon announce a new Recordkeeping National Emphasis Program** in response to studies and Congressional hearings that have **cast serious doubt on the accuracy of statistical reports on injuries and illnesses.** [See Page 3 this newsletter]
- Finally, in addition to these enforcement initiatives, Barab stated that **OSHA will continue to recognize the vital importance of compliance assistance to support more aggressive enforcement and standard-setting.**

Injury and Illness Recordkeeping National Emphasis Program (NEP)

Recently, several academic studies have asserted varying degrees of **under-recording of workplace injuries and illnesses** on the OSHA Form 300.

At the request of the Senate Committee on Health, Education, Labor and Pensions and the House Committee on Education and Labor, the Government Accountability Office (GAO) **initiated a study on the accuracy of employer injury and illness records**. In an effort to identify and correct under- and incorrectly recorded cases and to work cooperatively with the GAO, OSHA is initiating this **NEP**. It also complements the Bureau of Labor Statistics' efforts to **investigate factors accounting for differences** in the **number of workplace injuries and illnesses** estimated by the BLS and other data sources.

OSHA says the most likely places where under-recorded injuries & illnesses may exist would be low rate establishments operating in historically high rate industries. The **NEP** will pilot test OSHA's ability to effectively target establishments to identify **under-recording** of occupational injuries and illnesses.

This **NEP** is one component of OSHA's effort to address the issue of **inaccurate recording of occupational injuries and illnesses**. In addition to this **NEP**, OSHA will address the issue through **comprehensive training** of its compliance staff to **identify and correct violations of the recordkeeping regulation**. OSHA will also develop other enforcement and quality assurance programs to address the recordkeeping issue in establishments and industries outside the scope of this **NEP**.

GHS and HazCom: OSHA publishes proposed rule

On Sept. 30, 2009, OSHA published the long-awaited proposed **rule to modify the Hazard Communication Standard** to conform with the United Nations' Globally Harmonized System of Classification and Labeling of Chemicals. OSHA has made a preliminary determination that the **proposed modifications** will improve the **quality and consistency of information** provided to employers & employees regarding chemical hazards & associated protective measures.

The proposed modifications to the HazCom standard include:

- Revised criteria for classification of chemical hazards;
- Revised labeling provisions that include requirements for use of standardized signal words, pictograms, hazard and precautionary statements;
- A specified format for Safety Data Sheets (currently known as Material Safety Data Sheets); and
- Related revisions to definitions of terms used in the standard and requirements for employee training on labels and Safety Data Sheets.

OSHA also proposes to modify provisions of several other standards – flammable & combustible liquids, process safety management and most substance-specific health standards to ensure consistency with modified HCS requirements and currently anticipates a **two-year phase-in period** for new hazard communication training requirements and a **three-year phase-in period** for overall implementation once the Final Rule is published.

OSHA is allowing a 90-day comment period. Comments must be submitted to OSHA by December 29, 2009. The Agency will schedule an **informal public hearing** - location and date of the hearing will be announced in the Federal Register.

OSHA clarifies requirement for high-visibility warning garments in highway work zones in LOI

According to OSHA, road and construction traffic poses an obvious and well-recognized hazard to highway/road construction work zone employees. **OSHA standards require such employees to wear high visibility garments** in two specific circumstances:

- When employees work as flaggers, and
- When employees are exposed to public vehicular traffic in the vicinity of excavations.

However, other construction workers in highway/road construction work zones are also exposed to the danger of being struck by the vehicles operating near them. For these workers, section 5(a)(1) of the OSH Act, the General Duty Clause, requires similar protection.

OSHA went on to say that the **Federal Highway Administration's (FHWA) recent issuance of a final rule** (Worker Visibility, 23 CFR Part 634) demonstrates the need for all workers who are **exposed either to public traffic or to construction vehicles and equipment to wear high-visibility apparel.**

Section 634.3 of the Worker Visibility Rule states: All workers within the right-of-way of a Federal-aid highway who are exposed either to traffic (vehicles using the highway for purposes of travel) or to construction equipment within the work area shall wear high-visibility safety apparel.

The **FHWA'S** recent mandatory standard for workers on federal-aid highways shows that **struck-by hazards in highway/road construction work zones** are well recognized by the construction industry.

Furthermore, the standard indicates that a feasible means of addressing that hazard is the **wearing of high-visibility apparel.**

Accordingly, **high-visibility apparel is required** under the General Duty Clause to protect employees exposed to the danger of being struck by public and construction traffic while working in highway/road construction work zones.

Typically, workers in a highway/road work zone are exposed to that hazard most of the time.

MJS SAFETY now offers multiple ONLINE TRAINING COURSES for OSHA Construction, General Industry, Environmental, Hazardous Waste & OSHA 10/30 HOUR OUTREACH TRAINING. Public Safety, DOT, Human Resource, Storm Water, & ISO Training Courses are also offered.

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Fewer crashes, injuries and fatalities goal of data-driven CSA 2010

Only about 2 percent of all motor carriers are currently audited by the **Federal Motor Carrier Safety Administration** each year. The logistics of limited manpower and plowing through mountains of paper have been a hurdle the agency has simply not been able to overcome.

FMCSA hopes that will all change next year when the **Comprehensive Safety Analysis 2010 initiative – called CSA 2010** – goes live nationwide.

The **agency's top priority** is to **reduce fatalities** in the large truck and bus industries. For years **fatalities have not necessarily increased**, but **they have not decreased either**. That mere fact alone has been a driving force behind the development of **CSA 2010**. The goal of the program is to develop a new approach for **FMCSA** to **identify drivers and carriers** that pose safety problems and take steps to intervene and address those problems.

Currently, compliance reviews are **targeted at the motor carrier** and **not the individual driver**. **FMCSA** officials have said **CSA 2010** will change that.

The CSA 2010 system is designed to:

- Provide for an assessment of a greater portion of those regulated by **FMCSA**
- Analyze data related to specific safety areas of interest that are known to contribute to crashes
- Leverage modern technology to continuously evaluate and monitor compliance and safety performance and
- Apply progressive intervention to correct safety deficiencies before they become so ingrained that they cause a "significant breakdown" in the safety performance of a motor carrier.

The agency hopes to use data collected on carriers in seven different areas – dubbed **BASICS** which is short for **Behavioral Analysis and Safety Improvement Categories** – that include unsafe driving,

fatigued driving, driver fitness, drugs and alcohol, vehicle maintenance, cargo securement and crash experience. The **data will be measured** for the **previous two years of roadside violation and crash data** to calculate a safety score.

Currently, carriers are assessed one of three fitness ratings: **"satisfactory," "conditional" and "unsatisfactory."** The **CSA 2010** model proposes only two categories: **"continue to operate" and "unfit."** The plan also outlines **intervention steps** that carriers may encounter before a full-blown compliance review is conducted if data indicate a company's behavior isn't up to snuff, including everything from a warning letter, targeted roadside inspections and an off-site review to a comprehensive on-site review.

Through the **CSA 2010** project, a separate **Driver Safety Measurement System** has been developed and is being tested to identify individual drivers on a set of criteria across multiple employers.

The program is being tested in **seven pilot states** as **FMCSA** works out the kinks and prepares to issue a Final Rule in the Federal Register to officially implement the program. **Nationwide rollout** of the program is planned for the **summer of 2010** and **state-by-state rollouts** to happen **through the end of 2010**.

Medical marijuana' guidelines don't impact DOT drug testing

The Department of Transportation issued a **"Drug and Alcohol Policy and Compliance Notice"**....."We want to make it perfectly clear that the Department of Justice guidelines will have **no bearing** on the DOT's regulated drug testing program. "The Drug and Alcohol Testing Regulation **does not authorize 'medical marijuana'** under a state law to be a valid medical explanation for a transportation employee's positive drug test result."

DOT to Commence Work on Cell Phone Restrictions for Truck Drivers

The Department of Transportation plans to write rules **banning text messaging and restricting cell phone use** in moving trucks and buses.

At the close of a two-day national summit on distracted driving, Transportation Secretary Ray LaHood said, **"We'll work with the industry on this,"** but he made it clear that **he wants to reduce driver distractions,** including onboard computers and hands-free cell phones, as much as possible. He also said **he believes the trucking industry will cooperate.** "Look, they get it," he said. "They know it's bad for their drivers. **I think we're going to have good collaboration from these groups.**" LaHood acknowledged that the rulemaking process takes a long time, but he wants the **Federal Motor Carrier Safety Administration** to begin "soon."

In a related move, President Obama signed an Executive Order that **prohibits federal employees from text messaging while they are driving government vehicles.** The ban extends to government communications equipment while driving, or texting while driving in a personal vehicle on government business. The order also **encourages federal contractors and anyone doing business with the government to adopt a texting ban.**

Immediate reaction from the **American Trucking Associations** was **supportive in principle if not in detail.** ATA looks forward to working with DOT on reasonable restrictions on texting and the use of other communications devices, said Dave Osiecki, VP of safety, security and operations.

He said ATA members will take up the issue next week at the association's annual convention in Las Vegas. **ATA'S current policy supports safe use of in-cab technologies** and calls on carriers to **minimize or eliminate distractions caused by cell phones or other devices.**

Some Companies Already Restrict Use

The VP for safety and driver training at Schneider National, said his company **prohibits** both hand-held and hands-free cell phones. **"Violation is grounds for termination"**.

Another large carrier, NFI, also prohibits cell phones, both hand-held and hands-free. The NFI Safety Director said the company relies on phone complaints from passing motorists to learn about driver cell phone use, and that **violations lead to warnings and possibly termination.** The ban was instituted two and a half years ago in response to increasing risk from cell phone use. The director said "It was the right thing to do". **FMCSA is "absolutely" on the right track** with a cell phone ban. "You're operating such a heavy piece of machinery that takes longer to stop and takes more skill to manage - **you've got to be paying 100 percent attention,** you can't be talking to your friends, family or dispatch on the phone while driving that tractor trailer."

The Safety Director at NFI did not have hard quantitative proof of improved safety from the ban but did say that **his drivers have had few rear-end collisions since it went into effect.**

Risky business

Nationally, risk data on distracted driving is compelling. According to the National Highway Traffic Safety Administration, **nearly 6,000 people died in 2008 in crashes involving a distracted driver.** Not all of these incidents involved a cell phone - there are many other kinds of distractions - but NHTSA said that on any given day **more than 800,000 drivers are using hand-held cell phones.**

The data presented at the summit made it clear that **texting while driving is an utterly reckless act** - **FMCSA** should have little difficulty justifying a ban. But the agency may find it harder to figure out how to restrict cell phone use.

Tom Dingus, director of the Virginia Tech Transportation Institute, discussed an in-depth analysis of data collected from trucks on the road which backs up the common-sense observation that **risk goes up when a driver splits his attention between driving and some other task**, particularly one that requires him to look away from the road. Dingus concludes that **there should be a primary law** banning the use of hand-held wireless devices like cell phones. Emergency communications should be excluded. However, he would exempt true hands-free and in-vehicle devices that are simple to operate and do not take the driver's eyes off the road for long.

This **law should have teeth**, he said - a significant fine and points on a driver's license. Dingus also recommends a regulation that **limits the functionality of devices that place high visual demands on the driver**, such as keyboarding and complex reading. And, he'd like to see standards for testing potentially distracting devices before they are introduced to the market.

Recommendations

FMCSA published a report based on the Virginia Tech analysis that makes these recommendations to the industry:

- Fleet managers should educate drivers about need to avoid distraction, and develop policies that minimize or eliminate use of devices while driving.
- When driving, don't use dispatching devices, text, dial a cell phone, read, look at a map or write.
- Drivers should be allowed to talk on a CB while driving because it has not been found to increase risk.
- Suppliers of dispatch devices should develop more user-friendly interfaces that don't take the drivers' eyes off road - possibly a hands-free dispatching device, or a system that blocks the use of the device while the truck is in motion. Also, improve instrument panels so drivers can more easily keep their eyes on the road.

The agency also called for more research on the protective effects of tasks that help keep drivers alert.

Legislation

Much more is going to be said **on the subject of distracted driving**, not just in the trucking industry, but nationally. Congress will take up legislation that would **cut federal highway funds** to states that do not **prohibit writing, sending, or reading text messages while driving**. There remains considerable debate about **how best to shape such legislation** - whether, for example, it should be punitive or offer incentives to states. In any event **it is not likely to get much attention until the health care issue is resolved**.

LaHood declined to take sides on the measure. "I have my preferences, but to say them publicly is not going to help me work with Congress and stakeholders to get my goal, which is to get distracted drivers off the road or get the distractions away from them". "I've been around long enough to know that **to be collaborative I must be willing to listen to other people**".

Meanwhile, the states continue to adopt differing standards. Talking on a hand-held cell phone while driving is banned in seven states (CA, CT, NJ, NY, OR, UT, WA) and the District of Columbia. Maine just adopted a secondary law that allows police to cite a driver for being distracted, period, if he's pulled over for another infraction. **A complete list of state laws is available at the Insurance Institute for Highway Safety web site: <http://www.iihs.org/>**.



FMCSA launching online driver screening

The **Federal Motor Carrier Safety Administration** said Oct. 7 that it plans to start a **Driver Pre-Employment Screening Program** in December 2009 that expands on private programs by **allowing carriers to access driver inspection and crash records electronically**. Transportation Secretary Ray LaHood said the new program will help trucking companies **ensure the safest drivers are behind the wheel of commercial trucks and buses**. Making this information more transparent **will make our roads and highways safer** for everyone.

LaHood said that **by using driver safety information during pre-employment screening**, motor carriers will be able to better assess **potential safety risks** of a prospective driver-employee, and **drivers** will have additional opportunities **to verify the data** in their driving history and correct any discrepancies.

Commercial **driver safety records are currently available** to federal and state law enforcement personnel, and accessible to drivers through the Freedom of Information Act (FOIA).

Once the pre-employment screening program is launched, **driver safety records** will be **readily available to motor carriers** regardless of state or jurisdiction. In accordance with federal privacy laws, **drivers must first give written consent** in order for their records to be released.

The **Driver Pre-Employment Screening Program** will be populated by **FMCSA'S** Motor Carrier Management Information System (MCMIS). The MCMIS is **comprised of driver performance data** including roadside inspection and compliance review results, enforcement data, state-reported crashes, and motor carrier census data.

Mandatory Tests Cut Alcohol-Related Truck Crashes

The **risk of alcohol-associated crashes** involving commercial truck drivers has **declined about 23 percent** since 1995 when the US implemented mandatory alcohol testing, researcher's estimate. "The number of fatal crashes per mile of travel for motor carriers has also decreased significantly. The prevalence of alcohol-related fatal crashes among truck drivers is now comparable to that of commercial pilots in fatal airplane crashes".

On the other hand, in **Canada and Mexico**, where commercial drivers are **not subject to mandatory alcohol testing**, fatal crashes involving commercial drivers appear "much more likely to involve alcohol".

The research team used 1982 to 2006 Fatality Analysis Reporting System data to assess alcohol-related crashes involving drivers in commercial motor vehicles before and after the January 1, 1995 implementation.

Mandatory testing **requires immediate suspension** of commercial drivers with **blood alcohol levels at 0.04 grams or more per deciliter of blood** - a limit about half that permitted for noncommercial drivers in many US states.

Of the 69,295 motor carrier drivers involved in crashes during the study period, most survived their crash, and most were men, 25 to 64 years old, with no history of driving while under the influence of alcohol.

In addition to other regulatory changes taking place during the study period, mandatory alcohol testing accounted for 24 percent fewer daytime fatal truck crashes and 26 fewer nighttime fatal truck crashes, after allowing for other factors associated with motor vehicle crashes such as region of the country and road and weather conditions.

These findings, the researchers conclude, **provide "compelling evidence"** of the efficacy of mandatory alcohol testing for commercial motor carrier drivers.

Communications and Tracking for Underground Mines

Since the Sago, Aracoma and Darby accidents and subsequent **enactment** of the **Mine Improvement and New Emergency Response Act of 2006 (MINER Act)**, MSHA has investigated new communications and tracking technologies. Initially, MSHA conducted a **search of available technologies**, published a request for information and hosted a public meeting in Washington DC in March 2006. Based upon the findings from this investigation, MSHA **selected a cross-section of new technologies** and conducted tests at the CONSOL Energy McElroy Mine to **evaluate potential application of such technologies in underground coal mines**.

In response to the identified industry need, MSHA received a **significant number of approval requests** for a new generation of communications and tracking technology. MSHA devoted significant resources to the investigation of these new technologies and has **issued many new approvals**. Additional requests continue to be received. Our **Technical Support Directorate** is reviewing these products and proposals and assisting interested manufacturers in obtaining MSHA approval.

We have also been working with the **National Institute of Occupational Safety and Health (NIOSH)** as well as the **NMA/BCOA Communication and Tracking Partnership** to assist interested parties in arranging field tests of their systems to facilitate development. MSHA wishes to thank NIOSH, the NMA and the BCOA for their efforts in furthering the development of these important technologies.

Manufacturers must obtain the appropriate MSHA approvals for the systems to be used in gassy underground mines. We encourage all interested manufacturers of communication and tracking technologies to contact David Chirdon at chirdon.david@dol.gov

MSHA increases funding for state health and safety training grants

Training funds total more than \$8.3 million in fiscal year 2009 – Colorado grant totals \$207,153

The **U.S. Department of Labor's Mine Safety and Health Administration (MSHA)** announced it has allocated more than \$8.3 million in health and **safety training grants** for fiscal year 2009, up from last year's distribution of \$8.2 million.

"Comprehensive education and training for miners is a sound investment," said Dr. Gregory R. Wagner, **MSHA'S** deputy assistant secretary for policy. "At the Department of Labor, our mantra is 'good jobs for everyone.' **A good job is a safe job** and these grants will enable participating states to work toward a goal that we all share - ensuring every miner returns home safely at the end of every working shift."

Grantees will use the funds to provide **federally mandated training and retraining** of miners working at surface and underground coal, metal and nonmetal mines, including miners engaged in shell dredging or employed at surface stone, sand and gravel mining operations.

Training grant funds are being **awarded to 47 states and the Navajo Nation**. States applied for the grants, which are administered by state mine inspectors' offices, state departments of labor, and state-supported colleges and universities. Each recipient tailors the program to its **miners' individual needs and provides technical assistance**. The grants are given to states **upon receipt and approval of their applications**. Rhode Island and Connecticut received joint funding, as did Delaware and Pennsylvania.

The state grant program was authorized by the **Coal Mine Safety and Health Act of 1969**. States first received funding in 1971 to provide health and safety training to miners.

PROACTIVE RESPONSE TO SWINE FLU AND ILLNESS IN THE WORKPLACE

Employers are encouraged to adopt or update a written communicable illness response program now. Doing so will allow an employer to **address current employee concerns and respond quickly and effectively to an outbreak should it affect the workplace.** An effective communicable illness response program will cover the following elements:

The **program should cover any communicable illnesses** or diseases that pose a credible threat of **transmission** in your particular workplace.

- **SWINE FLU**
- **ACTIVE TB**
- **SARS**
- **SEASONAL FLU**

The program should **assign responsibility to one or more individuals to maintain and implement the program** and to **keep it updated as necessary** by regularly monitoring developments through news reports and information from the [CDC](#), [WHO](#), local public health authorities, and other appropriate governmental agencies and health organizations.

Typically, the **program would note that the company will follow all applicable regulations or instructions** issued by appropriate agencies, but **might distinguish between a government regulation and a non-mandatory guideline.**

INFORMATION AND EDUCATION:

The program should **provide a method for distributing appropriate information** to employees **about communicable illnesses generally and about particular outbreaks specifically.** You should **specifically instruct them to be alert for symptoms and encourage them to consult with their own medical providers** if they have any questions or concerns.

Requiring universal precautions: The program should mandate the use of:

- **UNIVERSAL PRECAUTIONS**
- **INCLUDING FREQUENTLY WASHING/SANITIZING THEIR HANDS**
- **COUGHING/SNEEZING PROTOCOLS**
- **MINIMIZING EXPOSURE TO OTHERS WHO ARE ILL**

Reporting requirements:

- The program **should require employees to report** to the company when they are **experiencing symptoms or are diagnosed with an illness** communicable in the workplace,
- **believe they may have been exposed to a person so diagnosed,** or
- **have recently visited a location where there has been an outbreak of a communicable illness.**

Travel Procedures:

- Typically, a **communicable illness response program would note that the company will generally follow the travel advisories** issued by the CDC or other appropriate agencies.

Return-to-work procedures:

- The program should **require certification from a medical provider** that it is **safe for an employee to return to work *after being***
- **diagnosed with a communicable illness, returning from an area where there has been an outbreak of a communicable illness, and being quarantined in association with such an illness.**

Business continuation preparation:

The program should include **critical business continuation plans in the event of mass absences.**

PREVENTING THE FLU: Good Health Habits Can Help Stop Germs

The **single best way to prevent seasonal flu is to get [vaccinated](#)** each year, but **good health habits** like covering your cough and **washing your hands** often can help **stop the spread of germs and prevent respiratory illnesses** like the flu. There also are [flu antiviral drugs](#) that can be **used to treat and prevent the flu**.

- **Avoid close contact.**
- Avoid close contact with people who are sick. When you are sick, keep your distance from others to protect them from getting sick too.
- **Stay home when you are sick.**
- If possible, stay home from work, school, and errands when you are sick. You will help prevent others from catching your illness.
- **Cover your mouth and nose.**
- Cover your mouth and nose with a tissue when coughing or sneezing. It may prevent those around you from getting sick.
- **Clean your hands.**
- Washing your hands often will help protect you from germs.
- **Avoid touching your eyes, nose or mouth.**
- Germs are often spread when a person touches something that is contaminated with germs and then touches his or her eyes, nose, or mouth.
- **Practice other good health habits.**
- Get plenty of sleep, be physically active, manage your stress, drink plenty of fluids, and eat nutritious food.