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SPRING 2015

The International Award Winning Newsletter of the Potomac Chapter of the Society of Explosives Engineers

FMCSA 34-HOUR RESTART PART 1

By Brad Bockey

RESTART CHANGES BECOME LAW; FMCSA REQUIRED TO STUDY, COMPARE TWO DRIVER SETS.

On December 16, President Barack Obama signed the appropriations bill that halts enforcement of the requirement that a drivers' 34-hour restart include two 1:00 a.m. to 5:00 a.m. periods and the once-per-week limit of the restart.

Though the Federal Motor Carrier Safety Administration is required by the law to produce a Federal Register notice to alert drivers, enforcers and other stakeholders of the change, the stay of enforcement is now legally in effect, meaning truck operators no longer have to abide by the restart provisions put in place in July 2013.

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ADVANCING
THE SCIENCE,
ART AND
SAFETY OF
EXPLOSIVES
ENGINEERING

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NEXT MEETING

Thursday, June 11
6:00 p.m.
Hollywood Casino
Charles Town, WV



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Potomac Chapter Society
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Aside from the suspension of the restart provisions, the law requires FMCSA to study the rules' impact on drivers, carriers and safety. The agency must present a report to Congress concluding the rules boost safety before the restart provisions can go back into effect.

SO WHAT, EXACTLY, DOES CONGRESS REQUIRE OF THE STUDY?

The ultimate result of the research should be to determine whether the 2013 restart provisions "provide a greater net benefit for the operational, safety, health and fatigue impacts" they cause, according to the bill. The funding law requires FMCSA to study two groups of drivers ("each large enough to produce statistically significant results," the bill notes) — one that operates under post-2013 restart provisions and one that operates under pre-2013 restart provisions. And after at least five months of study, the agency should compare the groups based on "safety critical events" like crashes and the overall fatigue levels of the drivers studied. The law stipulates that the agency use drivers from a range of applications and fleet sizes and gauge their fatigue levels using Psychomotor Vigilance Tests, actigraph watches and cameras and "other on-board monitoring systems that record or measure safety critical events and driver alertness," according to the law's text.

Upon completion of the data collection phase, FMCSA must produce a final report to send to a review panel consisting of "individuals with relevant medical and scientific expertise." Throughout the entire process, however, the DOT's Office of the Inspector General must keep tabs on the agency to ensure the methodology used in the data collection is appropriate and the panel to review the study is qualified.

FMCSA must initially submit a report to the DOT OIG within 60 days of the Dec. 16 signing of the bill, outlining how it plans to execute the study. Within 30 days of receipt of the report, the OIG must report back to the agency and House and Senate committees with any changes. Within 210 days of receiving the OIG's recommendation, FMCSA must produce its final report based on its research.

The OIG must then review the report and within 60 days tell the agency and Congressional committees if the agency complied with the requirements of the funding law. The agency must also make its report available to House and Senate committees and post it online. After it addresses any concerns of the OIG — and if it concludes the restart provisions enhance safety — the agency will be cleared to enforce the 2013 restart rules again. n





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FMCSA 34-HOUR RESTART PART 2

Congressman presses FMCSA about hours-of-service restart study, questions agency's methodology

Rep. Richard Hanna (R-N.Y.) sent a letter last week to U.S. DOT Secretary Anthony Foxx to air his concerns about the scope of and participants in the Federal Motor Carrier Safety Administration's congressionally required 34-hour restart study, which has been in the works since January.

Hanna's letter includes four key points to Foxx and FMCSA that he says should be considered for the study, including — perhaps of most concern for the study's efficacy — ensuring selection of drivers that “are truly representative of the industry,” Hanna writes.

The agency has focused on recruiting drivers who work between 60 and 70 hours a week and who typically work at night, Hanna says.

“This is concerning because it indicates the researchers do not understand how the 34-hour restart is being used in practice. This small [subset] of truck drivers is not representative of drivers who use the restart provision and not representative of drivers who have been impacted by the July 2013 restart restrictions,” he said in the letter.

The agency has been recruiting drivers for the study since January. The study, required by a 2015 appropriations law passed in December, was designed to pit pre- and post-2013 restart rules against one another. The bill directed the agency to study two groups of drivers — one that abided by the pre-July 2013 rules and one that operated under the 2013-implemented provisions.

Hanna has been one of the trucking industry's main Congressional allies in pushing back against the 2013 rules, citing the agency's lack of data and research in producing the rule and its perceived lack of benefits, especially when compared to its potential productivity restrictions.

In his April 2 letter to Foxx, Hanna also said the agency should examine in its study how many crashes or near crashes occur between morning rush hours of 5:00 a.m. and 9:00 a.m. This request stems from concerns from both within and outside of the industry that the 2013 HOS changes force more trucks on the road during those hours, which comes with a list of potential negatives: More traffic, more potential truck-involved crashes and forcing truck operators to burn allowed drive time stuck in rush hour traffic, to name a few.

Hanna also asks FMCSA to loop in the National Academies Transportation Research Board's Committee on Truck and Bus Safety. The committee, he says, should be tasked with choosing the peer review team that will analyze the study. “This would show further commitment on behalf of the Department that objective analysis will occur,” Hanna says in the letter.

Lastly, Hanna asks FMCSA to limit its data analysis to restarts that include only one or two nights. As it stands, Hanna says, FMCSA is comparing restarts with one overnight period to those with more than two. “This is consistent with the previous flawed restart field study that was criticized by stakeholders,” he wrote. “If the research is indeed intended to study the relative benefits and drawbacks of the two rules, then restarts of more than two nights are not representative of the actual restart restrictions being studied.”

Hanna also said in his letter — repeating a point from a Congressional hearing earlier this year — he disagrees with the agency's selection of the Virginia Tech Transportation Institute as the group to perform the research and produce the study. He said in February allowing VTTI to produce the study “is the definition of a conflict of interest.” [n](#)



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Clarification from FMCSA says driver sleep apnea screening decision up to discretion of medical examiners

By Brad Bockey

Following a December-made promise for more clarification of current sleep apnea guidelines for medical examiners, the Federal Motor Carrier Safety Administration posted earlier this year a bulletin telling examiners that if they suspect a driver may have sleep apnea, then he or she should be sent to a sleep specialist for evaluation.

The agency did not publicize the bulletin, which was published on the agency's National Registry of Certified Medical Examiners website.

The clarification says FMCSA "recommends that, if a medical examiner believes the driver's respiratory condition is in any way likely to interfere with the driver's ability to safely control and drive a commercial motor vehicle, the driver should be referred to a specialist for further evaluation and therapy." A recommendation is not a regulation and not a requirement.

Continued on Page 7



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Continued from Page 6

The agency has taken heat over its lack of clear-cut guidelines for medical examiners on screening for and treating obstructive sleep apnea. Its hands were also tied by Congress in 2013, when lawmakers passed a bill that forbids FMCSA from pursuing guidance to address sleep apnea screening and rather directed the trucking regulator to use the formal rulemaking process instead.

The bulletin, published Jan. 12, is a reminder to medical examiners that there is no guidance, and instead refers them to advisory materials published in 2000, which notes the above recommendations on screening and evaluation.

Examiners have wide latitude on screening: Though the bulletin acknowledges that FMCSA has no current advisory guidance on screening of drivers for undiagnosed apnea, “medical examiners should consider common OSA symptoms such as loud snoring, witnessed apneas, or sleepiness during the major wake periods.” Risk factors like high body-mass-index measurements, neck size, incidence of a single-vehicle crash and others are also mentioned. It cannot be stressed enough that the DOT Physical is not to be utilized as an apnea diagnosing tool, which has become the normal in many practices. Many Certified Medical Examiners are operating under the false pretense that drivers who exhibit specific risk factors (BMI > 35 or large neck circumference) must undergo a sleep study for OSA before they can be certified. While BMI and neck size may be indicators, there are many other factors that must be weighed and should be viewed collectively. Again, there is no

Large neck size and other indicators, can result in an unanticipated OSA diagnosis; they are:

1. **Seizures**
2. **Lung disease, emphysema, asthma, chronic bronchitis**
3. **Diabetes or elevated blood sugar**
4. **Loss of or altered consciousness**
5. **Fainting, dizziness**
6. **Sleep disorders, pauses in breathing while asleep, daytime sleepiness, snoring.**

guidance on screening drivers for undiagnosed apnea.

Drivers/specialists have options on testing: In diagnosing apnea, examiners should rely on “in-laboratory polysomnography, at-home polysomnography, or other limited-channel ambulatory testing devices which ensure chain of custody.” Drivers have wide latitude on treatment options: FMCSA underscores that sleep apnea “is a treatable condition and drivers with moderate-to-severe OSA can manage the condition effectively to reduce the risk of drowsy driving.” The bulletin goes on to encourage options not limited to Continuous Positive Airway Pressure (CPAP) therapy but also weight loss, dental appliances and/or treatments utilized in combination. You must check in advance with your Certified

Medical Examiner to ensure they will utilize the least evasive means for testing and treatment, if required.

ON THE WEB

Visit <https://nationalregistry.fmcsa.dot.gov/NRPublicUI/ResourceCenterHome.seam>, for the entire guidance document provided to Registered Medical Examiners. It would also be advisable to review the questions that must be answered by drivers on their long form at the time of their physical.

The form can be reviewed at <http://www.fmcsa.dot.gov/regulations/medical/medical-examination-report-commercial-driver-fitness-determination>. Answers to the following questions from the report, when combined with obesity, large neck size and

Continued on Page 8



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other indicators, can result in an unanticipated OSA diagnosis; they are:

- 1) Seizures
- 2) Lung disease, emphysema, asthma, chronic bronchitis
- 3) Diabetes or elevated blood sugar
- 4) Loss of or altered consciousness
- 5) Fainting, dizziness
- 6) Sleep disorders, pauses in breathing while asleep, daytime sleepiness, snoring.

You must not be deceptive in answering the above questions. If you answer “yes” to any of them and considered obese, have a large neck size, or have a Body Mass index (BMI) of 35 or more, you may be an “at-risk” candidate. The testing is expensive, and in many cases, may not be covered by your health insurance. You should begin working on those items that you can improve upon, such as better diet and exercise, which will reduce your chances of being diagnosed as “at-risk”.

It is the responsibility of the certified medical examiner to use his or her best judgment to certify that a driver is medically qualified to perform the functions of a professional truck driver. An examiner may be, at times, justified in requiring additional testing to rule out sleep disorders. It is not however, a regulatory requirement to test every driver who exhibits a single risk fact (e.g. high BMI).

View the entire physical standards and the Medical Examiners Handbook for a complete explanation of the DOT Physical requirements at:

Physical Qualification Standards:

<http://www.fmcsa.dot.gov/regulations/title49/section/391.41>

Medical Examiners Handbook:

<http://hrcme.fmcsa.dot.gov/documents/FMCSAMedicalExaminerHandbook-2014MAR18.pdf>

Medical Examination Report for Commercial Driver Fitness Determination:

<http://www.fmcsa.dot.gov/regulations/medical/medical-examination-report-commercial-driver-fitness-determination>

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2015 Meeting Schedule

We look forward to seeing you at the next meeting!

Thursday

June 11 • 6:00 p.m.

Location

Hollywood Casino

750 Hollywood Drive • Charles Town, WV

FRIDAY

September 18 • 12:00 p.m.

Location

Timberline Sporting Clays

3725 Warm Spring Rd, Chambersburg, PA

Thursday

November 5 • 6:00 p.m.

Location

Hollywood Casino

750 Hollywood Drive • Charles Town, WV

Man-on-the-Street

by Lon Santis, Explosives Risk Managers LLC

FAA STARTS IMPLEMENTING UAS INTO THE NATIONAL AIRSPACE

The Federal Aviation Administration (FAA) has taken great strides since the last newsletter when we bashed them for “boggling” implementation of commercial use of unmanned aircraft systems (UAS) into the National Airspace. UAS still cannot be used for any commercial purpose while complying with FAA rules, but the skies are definitely opening. Here is a summary of action and events over the last few months.

- FAA ramped up the Section 333 exemption process for commercial entities to obtain permission to fly UAS. As of April 8, FAA had granted 128 exemptions out of about 700 on file. Terms of the exemptions are conservative but reasonable. For example, a pilot certificate is required to serve as a pilot-in-command of a UAS and the aircraft must be registered with FAA.
- FAA published a notice of proposed rulemaking (NPRM) in the Federal Register in February that covers commercial use of UAS under 55 pounds that do not carry cargo. The NPRM proposes a model similar to the terms of the exemptions being granted. The earliest a Final Rule is expected is 2017.
- FAA loosened the process for a commercial entity obtaining a Certificate of Waiver Authorization (COA) after obtaining a Section 333 exemption. FAA must grant a COA, which is a request to fly a specific mission within a specific airspace with a specific UAS, before the mission is flown. If the mission meets certain additional restrictive criteria, FAA will now grant a blanket COA that covers any location in the US while the exemption is in effect.
- FAA has taken enforcement action against companies operating UAS for commercial purposes. In one case, a photographer advertised on his website that he offered UAS photography services. In another case, a YouTube entrepreneur posted videos taken with their UAS and their website takes money from advertisers. FAA lacks an enforcement arm outside airports but when they learn of noncompliant commercial use of UAS, they will send a letter informing the violator they are out of compliance with FAA rules.

So the current situation is similar putting bulk trucks on the highway. In general, an explosives company needs an exemption from PHMSA to transport Division 1.5 or 5.1 ANE in bulk on a highway. An exemption is needed from FAA to fly UAS for any commercial purpose.

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OSM ACCEPTS WILD EARTH GUARDIANS' PETITION FOR RULEMAKING ON NOX

On July 14, 2014 the Office of Surface Mining and Reclamation Enforcement (OSM) announced that it had received a petition for rulemaking from the Wild Earth Guardians (WEG) to regulate NOx from blasting more rigorously and invited the public to comment.

OSM received 119 comments on the petition, many supportive. On February 20, 2015 OSM announced that it accepted the petition and would open rulemaking to "address this issue." OSM made it clear that it was not planning to address the issue as recommended by WEG. OSM commented that their regulations were ambiguous in regards to the issue. They claimed to need to clarify that endangering the public with toxic gasses from blasting is not tolerable.

That is beyond dispute. No one in the explosives industry can allow exposure of the public to any excessive risk from harmful effects from blasting whether those effects be fumes, flyrock, overpressure or vibration.

Let's look at those so-called ambiguous regulations.

30 CFR Sec. 715.19 Use of explosives.

(e) Blasting procedures—

(2) Blasting standards.

(i) Blasting shall be conducted to prevent injury to persons, damage to public or private property outside the permit area, adverse impacts on any underground mine, and change in the course, channel, or availability of ground or surface waters outside the permit area.

That seems pretty straightforward and all inclusive, NOx blasting gasses considered. Nonetheless, the regulation will be clarified. We expect OSM to specifically list the known immediately harmful effects from blasting; vibration, overpressure, flyrock and fumes.

The degree of care expected of operators is another matter. Cracks in concrete or windows and rocks on the highway are easy to identify and hard to cover-up. But how does an operator ensure that toxic gasses have not left the property? And what if those gasses are 1,000 feet in the air and rising? Is that still a problem?

Hopefully OSM will follow the lead of other standards like NFPA 495 and not over-complicate the matter. From NFPA 495:

Chapter 11 Ground Vibration, Air Overpressure, Flyrock, and Gases

11.5 Gases. To minimize hazardous exposure from the gases produced by outdoor blasting, blasters shall do the following:

(6) Monitor possible problem areas to determine if any gases have migrated from the blasting operation.

Every responsible blaster knows what they need to do in regards to blasting fumes and the last thing they need is another regulation to deal with.

B. TODD JONES RESIGNS AS ATF DIRECTOR

After less than two years at the post, ATF Director B. Todd Jones has resigned, the agency announced on March 20. Jones was the first ATF Director approved by Congress after a lengthy period from 2006 to 2013 in which a series of nominees failed to meet Congress' criteria and the agency was rudderless.

So once again, ATF has no permanent leader. This is not a good situation for the explosives industry. Initiatives that would be beneficial to industry may now be held up because of uncertainty at the top. [n](#)

UPCOMING EVENT

CVSA's Roadcheck 2015 Inspection Blitz Scheduled for June 2-4

By Brad Bockey

Now is the time to ensure your transport vehicles are in tip-top shape. Roadcheck, the annual inspection blitz done by a joint effort of the Commercial Vehicle Safety Alliance, Federal Motor Carrier Safety Administration and others, has been scheduled for June 2-4, 2015, CVSA announced this week. Not every state in our local area participates during this timeframe, but it is still a great time of the year to ensure your vehicles are in top condition. Just use the Driver Checklist on Page 13 for a basic reference of those items checked.

Companies that have state inspection programs will sometimes ensure that all vehicles undergo the state inspection in May, just to get "another set of eyes" on the vehicles.

Roughly 10,000 inspectors from state, local and federal enforcement agencies will perform nearly 70,000 inspections on trucks and buses over the 72-hour period. They will be stationed at 1,500 inspection points around North America.

This year's special emphasis will be cargo securement, though it will still be primarily performing full 37-step Level I inspections - the most thorough inspection - throughout the week.

Roadcheck 2014, which also took place in early June, resulted in a vehicle out-of-service rate of 18.7 percent and a driver out-of-service rate of 4.8 percent. Also in 2014, more than 72,000 drivers and vehicles were inspected.

WITH A SPECIAL EMPHASIS ON CARGO SECUREMENT, YOU MAY WANT TO RE-VISIT THE REQUIREMENTS FOR:

- 1) Load securement within cargo areas to include cargo boxes, IME boxes, and cargo tanks;
- 2) Securement of articles within opened containers with their proper closure;
- 3) Securement of tools, articles, hoses, etc. on the exterior of the vehicle.

We have specialized tools that are utilized in our industry on a daily basis that may seem to be secure in transit, but do not follow the letter of the law when it

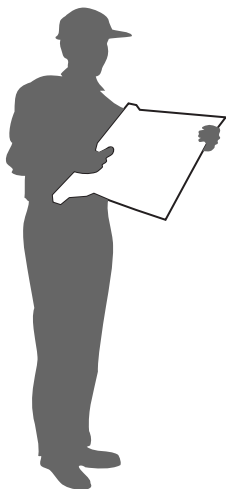
comes to proper load securement techniques. We immediately think about the cargo that is inside, but it is the cargo carried outside of the vehicle that usually will get an inspector's attention. Items such as drill steel, bulk ANFO auger hoses, the bulk auger itself, and even loading poles may contribute to Out Of Service violations.

Both the length and weight of items will determine the type and number of tie downs required. Drill steel and loading poles, if carried on a flatbed will require 2 tie downs in the first 10 feet and an additional tie down for each additional 10 foot increment. Although drill steel will require chain, webbing or similar type tie downs, the loading poles may utilize a lighter type of securement due to its weight, such as 2-3 tarp straps. Many bulk truck augers have securement devices for transportation to ensure the auger is not ejected from its cradle. These should be utilized on a daily basis. We cannot stress enough that cargo securement is a very simple task that, if done properly, can save you from an unnecessary Out Of Service violation. Ignore the rules or take shortcuts with cargo securement, you not only jeopardize your job, but others that rely on that company's ability to perform HM transportation under the HM Safety Permit. Your ability to fully comply with the cargo securement rules is vital in protecting the general public as well.

If you need to calculate the number of tie downs required to secure cargo externally, remember 1100 lbs. when it comes to weight. If an article is under, the minimum requirement is 1 tie down, over 1100 lbs the minimum is 2 tie downs. In regards to length, 0 – 5 feet equals 1 tie down, 5- 10 feet equals 2 tie downs, and each 10 foot increment above requires an additional tie down. If weight or length calculation gives you different tie down requirements, you utilize the highest number required. Again, these are minimum requirements.

CVSA has resources on its site for drivers and fleets. Go to www.cvsa.org for more information. See Pages 13 and 14 for a list of the 9 most common things CVSA looks for. n

International Roadcheck Checklist For Drivers



As a professional driver you face a lot of stress and pressure each day just trying to do your job. Maneuvering through congested highways with aggressive car drivers darting around you can be difficult since all too often everyone is in a rush to get where they are going. It may make you want to gamble a bit by taking unnecessary risks. But your risk goes up exponentially for each violation you receive. The seriousness of violations is more than monetary, unless you're willing to pay with your life. And we're not just talking about your life. When you gamble, you are also gambling your family's future and the future of many other innocent parties. Don't take that gamble, it's just not worth the risk.

Safety Tips

- ✓ **Buckle up!** It is your last line of defense!
- ✓ **Pre-inspect the condition of your vehicle** before and check for load securement. Maximize the vision around your truck with properly adjusted mirrors; Be sure your mirrors are properly set and clean.
- ✓ **Get in a safe mindset!** Obey speed limits and traffic signs. Excessive speed reduces your ability to avoid a crash, extends your vehicle's stopping distance, and increases the severity of a crash when it occurs. Slow down in bad weather and at construction zones.
- ✓ **Maintain a safe following distance.** Follow other vehicles at a safe distance. Make sure to constantly check your mirrors.
- ✓ **Make only safe and necessary lane changes.** Pick a lane and stay in it for as long as possible. Lane changes increase one's risk of an accident.
- ✓ **Focus on your driving and avoid or minimize in-truck distractions** such as cell phone use, changing CDs, eating, or other activities that can remove your attention from the road.
- ✓ **Never drive under the influence!** Watch out for other motorists whose driving behavior suggests they may have been drinking.
- ✓ **Get enough sleep.** Sleep deprivation and fatigue can cause lapses in attention, slowed awareness and impaired judgment.

In The Inspector's Seat



The Point of the North American Standard Level I Inspection Procedure



From a commercial vehicle safety inspector's perspective, the point of the NAS inspection is to ensure both your safety and those of others traveling on the highways.

The costs associated with being put out of service are insignificant when compared to the costs of crashes with innocent people. Be proactive and inspect your vehicle thoroughly before you take your next trip. **The keys are in your hand.**

1 BRAKES

Check for missing, non-functioning, loose, contaminated or cracked parts on the brake system; Check for "S" cam flip-over; Be alert for audible air leaks around brake components and lines; Check that the slack adjusters are the same length (from center of "S" cam to center of clevis pin), and that the air chambers on each axle are the same size. Check brake adjustment; Ensure the air system maintains air pressure between 90 and 100 psi; Measure pushrod travel; Inspect required brake system warning devices, such as ABS malfunction lamps and low air pressure warning devices; Inspect tractor protection system, including the bleedback system on the trailer.



If you are put out of service, it will cost you \$861 on average — which does not include the costs of fines or repairs as a result of the inspection.

2 COUPLING DEVICES

Safety Devices-Full Trailers/Converter Dolly(s): Check the safety devices (chains/wire rope) for sufficient number, missing components, improper repairs, and devices that are incapable of secure attachment. On the Lower Fifth Wheel check for unsecured mounting to the frame or any missing or damaged parts; or any visible space between the upper and lower fifth wheel plates. Verify that the locking jaws are around the shank and not the head of the kingpin and that the release lever is seated properly and that the safety latch is engaged. Check the Upper Fifth Wheel for any damage to the weight bearing plate (and its supports) such as cracks, loose or missing bolts on the trailer. On the Sliding Fifth Wheel check for proper engagement of locking mechanism (teeth fully engaged on rail); also check for worn or missing parts, ensure that the position does not allow the tractor frame rails to contact the landing gear during turns. Check for damaged or missing fore and aft stops.

3 FUEL & EXHAUST SYSTEMS

Check your fuel tanks for the following conditions: Loose mounting, leaks, or other conditions; loose or missing caps; and signs of leaking fuel below the tanks. For exhaust systems, check the following: Unsecured mounting; leaks beneath the cab; exhaust system components in contact with electrical wiring or brake lines and hoses; and excessive carbon deposits around seams and clamps.

4 FRAME, VAN & OPEN-TOP TRAILERS

Inspect for corrosion fatigue, cross member(s) cracked, loose or missing, cracks in frame, missing or defective body parts. Look at the condition of the hoses, check suspension of air hoses of vehicle with sliding tandems. On the frame and frame assembly check for cracks, bends, sagging, loose fasteners or any defect that may lead to the collapse of the frame; corrosion, fatigue, cross members cracked or missing, cracks in frame, missing or defective body parts. Inspect all axle(s). Inspect for non-manufactured holes (i.e. rust holes, holes created by rubbing or friction, etc.), for broken springs in the spring brake housing section of the parking brake. For vans and open-top trailer bodies, look at the upper rail and check roof bows and side posts for buckling, cracks, or ineffective fasteners. On the lower rail, check for breaks accompanied by sagging floor, rail, or cross members; or broken with loose or missing fasteners at side post adjacent to the crack.

5 LIGHTING

Inspect all required lamps for proper color, operation, mounting and visibility.

6 SECUREMENT OF CARGO

Make sure you are carrying a safe load. Check tail board security. Verify end gates are secured in stake pockets. Check both sides of the trailer to ensure cargo is protected from shifting or falling. Verify that rear doors are securely closed. Where load is visible, check for proper blocking and bracing. It may be necessary to examine inside of trailer to assure that large objects are properly secured. Check cargo securement devices for proper number, size and condition. Check tie down anchor points for deformation and cracking.

7 STEERING

Check the steering lash by first turning the steering wheel in one direction until the tires begin to pivot. Then, place a mark on the steering wheel at a fixed reference point and then turn the wheel in the opposite direction until the tires again start to move. Mark the steering wheel at the same fixed reference point and measure the distance between the two marks. The amount of allowable lash varies with the diameter of the steering wheel.

8 SUSPENSION

Inspect the suspension for: Indications of misaligned, shifted, cracked or missing springs; loosened shackles; missing bolts; unsecured spring hangars; and cracked or loose U-bolts. Also, check any unsecured axle positioning parts and for signs of axle misalignment. On the front axle, check for cracks, welds and obvious misalignment.

9 TIRES, WHEELS, RIMS & HUBS

Check tires for proper inflation, cuts and bulges, regrooved tires on steering axle, tread wear and major tread groove depth. Inspect sidewalls for defects, improper repairs, exposed fabric or cord, contact with any part of the vehicle, and tire markings excluding it from use on a steering axle. Inspect wheels and rims for cracks, unseated locking rings, and broken or missing lugs, studs or clamps. Also check for rims that are cracked or bent, have loose or damaged lug nuts and elongated stud holes, have cracks across spokes or in the web area, and have evidence of slippage in the clamp areas. Check the hubs for lubricant leaks, missing caps or plugs, misalignment and positioning, and damaged, worn or missing parts.



Implementing Effective Dispute Resolution Techniques in the Explosives Industry

E.A. McCullough¹, B.C. Jackson, Jr.², S.K. Metz³ & T.S. Ragusa⁴

Public perception is a significant challenge facing the explosives industry. The public often perceives that its needs and interests are in direct competition with those of blasting companies', leading to conflict between corporations and the community. This misunderstanding lends to unnecessary political and regulatory hardship, and ultimately, social discontent. Although individual corporations implement strategies to address conflict, many of these techniques are insufficient. Consequently, stakeholders resort to expensive litigation. If blasting companies could reduce or eliminate the volume of judicial disputes, valuable resources could be re-directed to more productive activities.

Blasting companies should establish trust relationships with the public so that both parties become comfortable addressing conflict without resorting to formal litigation. Traditional courtroom litigation is not ideal because of its winner-loser nature. One party wins because it is necessary for adjudicators to decide who is right. Litigation is an ineffective long-term strategy because the losing party leaves the courtroom with the perception that injustice occurred. As a result, the losing party may perpetuate the unresolved conflict. Alternative dispute resolution techniques prevent this phenomenon because they find common ground between competing views.

The purpose of this national collaborative effort is to identify sources of recurring conflict in the explosives industry and to recommend an integrated dispute aversion and resolution approach that accommodates the interests of all stakeholders'. This method will be derived by analyzing factors that exacerbate conflict in the explosives industry. Familiarizing explosives professionals with alternative dispute resolution techniques fosters partnership and positive societal involvement. **n**

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³ South Dakota School of Mines & Technology, Rapid City, SD

⁴ West Virginia University, Morgantown, WV

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Virginia Tech Chapter ISEE Members

The Potomac Chapter ISEE would like to announce four new members from the Virginia Tech Student Chapter ISEE.

After members of the VT Chapter reached out for help and advice, The Potomac Chapter Board voted unanimously to assist the Virginia Tech ISEE Chapter by providing a current industry professional to mentor, free Potomac Chapter ISEE membership (must be current VT ISEE member in good-standing), and travel expense assistance while attending Potomac Chapter functions. The Virginia Tech Student Chapter ISEE has agreed to attend Potomac Chapter ISEE functions, provide presentations/speakers when practical, and provide industry-related articles for the Bang! Newsletter, as needed.



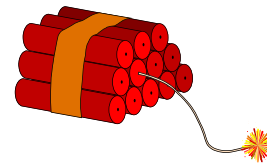
Current plans include the attendance of VT Chapter ISEE members at both quarterly dinner and seminar functions. Bryan Smith, current Potomac Chapter Board Member and Mine Development and Blasting Manager for Luck Stone, has agreed to provide industry perspective from both his attendance and other Luck Stone employees' attendance at VT Chapter's quarterly meetings.

Pictured from left to right are Sean Reed - VT ISEE Treasurer; Erin McCullough - VT ISEE Student Director; Carolyn Kosloski VT ISEE President; and Daniel Rowles VT ISEE Member.

Both ISEE chapters will have much to gain from this newly forged relationship between the two organizations and we look forward to what each chapter has to offer. n

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Potomac Chapter Wins International Website & Newsletter Awards!

By Mel Fletcher

The International Society of Explosives Engineers (ISEE) recently held their 41st Annual Conference on Explosives & Blasting Technique on February 1-4, 2015 at the Sheraton New Orleans located in New Orleans, Louisiana. The conference was attended by Chapter Members Mike Koehler, David Harrison, Frank Klebieko, Dave Collins, Brian McCombie, Lon Santis, Jim Miller, Joe Colicchie, Scott Becker, George Field, Bryan Smith and Mel Fletcher. This Conference is the largest drilling and blasting event in the world. More than 1,400 attendees had an opportunity to visit 142 exhibit booths related to industry products and services. This year's chapter management workshop began with an introduction by ISEE President Mike Koehler. Executive Director Winston Forde reviewed chapter operations guidelines and introduced Bill O'Brian, from the ATF, who gave a brief presentation on safety and security of magazines. Cameron Thomas, Chapter Committee Chairman, presented the annual awards.

The ISEE, established in 1974, has more than 4,600 members in 90 countries and is represented by 39 Chapters in the United States, Canada and South America. At the Sunday Morning, February 1, 2015 Chapter Management Workshop, the ISEE Board of Directors awarded the Potomac Chapter the Chapter Website Award. This was the 3rd time our Chapter has won this award since the re-design of our Chapter Website in 2012! Our Chapter was also awarded the Chapter Newsletter Award! Both the Website and Newsletter Awards recognizes the best chapters based on content, appearance and consistency. Since 1993, when the Newsletter Award was first given, the Potomac Chapter has won this award an impressive 10 times. A special thanks to any and all chapter members who helped in making these two endeavors an award winning experience. Please consider providing blasting related photos to the website or articles to the BANG Newsletter for future publications.

Our Chapter Website can be found at www.potomacisee.org. The Membership Only password for 2015 is pcISEE2015. This password allows the viewing and printing of the recent BANG Newsletters as well as access to the Potomac Chapter Library resources and the Alan Foster, Charles Greening and James E. McKeever Scholarship Applications and all the past Scholarship winners. n



Mel Fletcher, right, accepts the Website & Newsletter awards from Cameron Thomas on behalf of all Potomac Chapter Members.

Timing is Everything

By Mark Crank

The old saying, “Timing is everything” applies a lot in blasting. The timing between holes the timing between rows, combining with the velocity of the product involves timing. The hardness and the frequency of the rock determines how fast it moves, measured in ft/sec, which is timing. So timing is very important to the blasting of rock. Too many times blasters get into a routine, loading and timing every shot in the exact same manner. Each blast has to be looked at individually to determine what products and what detonator timing to use in order to achieve desired breakage, vibrations, and air blast.



Rule of thumb, shoot softer rock like shale with slower timing and slower velocity products, shoot harder rock, like diabase with faster timing and a fast velocity products. Use all the tools at your disposal to determine the best combinations such as the ISEE Blasters Handbook, or the old Atlas Powder Handbook, and especially your seismograph reports. If you are have troubles getting the right combinations, sometimes studying the seismograph report will tell you what part of the blast is causing the problems.

For example, if you are blasting a trench, and are zigzagging 25's from hole to hole, check the seismograph readings. If you look at the seismic report, generally, but not always, the vibration will peak about 10 to 12 holes into the shot, because the timing is too fast and the rock loses relief. Shortly after the air blast will peak because the blast will make its own relief. Simple fix could be to throw in a 42 ms every 10 to 12 holes. In quarries or mass blasting, you may need to add additional timing to each row as you go back. This helps with relief and reduces back

break. But you must remember too much timing can also cause too much relief and result in flyrock and increased air blast.

The most important thing is not to get into a routine. You must look at each blast, on its own merit, and decide what the best combination is. If you have doubts, we have a lot of people in our industry with years of experience that are willing to help. Your first step may be to contact your supplier for their technical advice regarding the products being used. **n**



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Dear Valued Members and Friends of our Potomac Chapter ISEE:

If you've been kind enough to pay your Potomac Chapter Membership for 2015, thank you! Please note the Website Password change noted below and quarterly meeting dates.

In years past, your Potomac Chapter mailed you a reminder to pay your Individual or Corporate membership. At present time, we have discontinued the mailing and are sending this e-mail as a reminder to pay your annual membership and support your Potomac Chapter and its endeavors.

The Potomac Chapter is one of 39 Chapters which make up the International Society of Explosives Engineers. Presently there are just over 4,000 members from 90 countries from around the world that make up the ISEE!

CORPORATE MEMBERS:

Please note, it has been decided by your Potomac Chapter Board, that as a Corporate Member, you will also receive:

1. A FREE annual Website Sponsorship. Your Sponsorship will include the display of your Company Logo and contact information on the Chapter Website Sponsor Page with a link to your Company website. This Annual Sponsorship is a \$50 value!! Please send Company Logo, Company Website and Contact Info to Mel Fletcher at mel.fletcher@am.dynonobel.com.
2. A FREE one time Business Card add in the Quarterly BANG Newsletter or 50% off an annual advertisement of any size. This BANG advertisement represents a value of \$75 to \$200! Please send business card info or add content to Brad Bockey at bbockey@ganttsexcavating.com.

REGULATORY PERSONNEL:

Your Potomac Chapter Membership is FREE of CHARGE! Please provide your contact information so we can keep you updated on our Chapter functions.

If you or your Company would wish to be a Website Sponsor or Advertise in the BANG Newsletter, each can be taken care of on our website by hovering over Event Registration and clicking on the Advertising Rates.

*Thank you for your time and support,
Dave Miller, PC Membership Director and Mel Fletcher, PC Secretary n*

The value of a Potomac Chapter Membership are many. For a minimal annual fee of \$25, you receive:

1. A discounted rate for the biannual two day Blaster's Educational Seminar to be held in November 2016 worth 12 credit hours of training towards blasters certification.
2. Quarterly Dinner Meetings with speakers on relevant topics that keep you up to date with our ever changing industry.
3. The opportunity to apply for any of the three \$2,000 college scholarships that are awarded annually to our membership and families.
4. Access to our award winning Potomac Chapter Website and our award winning "BANG" on-line quarterly newsletter.
5. Networking and continuing education opportunities at our quarterly meeting and biannual seminar.

PLEASE NOTE

OUR POTOMAC CHAPTER WEBSITE PASSWORD CHANGE FOR 2015

password has been changed from `pcISEE2014` to `pcISEE2015`.



POTOMAC CHAPTER

SOCIETY OF EXPLOSIVES ENGINEERS

Apply online at potomacisee.org or send this application to Potomac Chapter ISEE • P. O. Box 401 • Cross Junction, VA 22625

2015 APPLICATION FOR MEMBERSHIP

For CORPORATE Membership, please complete the following:

Please Print All Information Clearly!

_____ Corporate Annual Dues \$250.00

(up to 10 participating employees) For additional employees (over 10), add \$25. each

COMPANY NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE (_____) _____ FAX NO. (_____) _____

E-MAIL: _____ WEBSITE: _____

Include the Names of Employees who will participate in the Chapter activities. If they are members of the National Society, include their membership number. If more space is needed, attach an additional sheet of paper.

- | | |
|----------|-----------|
| 1. _____ | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

Please list one or two categories that best identify the nature of your business:

- | | |
|----------|----------|
| 1. _____ | 2. _____ |
|----------|----------|

Examples are:

*Government (Agency) • Blasting/Drilling Contractors • Construction - General • Explosives Sales/Distribution
Quarrying • Equipment Mfg. Sales, Service • Vibration Consultant*

For INDIVIDUAL Membership, please complete the following:

Please Print All Information Clearly!

_____ Individual Membership \$25.00 Annual Dues

NAME (First, Middle Initial, Last) _____

COMPANY NAME _____

Are you: _____ Owner of the above company _____ Employee _____ Other: _____

Please PRINT the Address we should USE to send you mail. This same information will also be printed in the directory. Is this information for: _____ Business _____ Home ?

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CITY _____ STATE _____ ZIP _____

PHONE (_____) _____ FAX NO. (_____) _____

E-MAIL: _____ WEBSITE: _____

Are you a member of Society of Explosives Engineers? _____ Yes _____ No *If yes, what is your number?* _____

Membership Renewals Due by December 31

SCHOLARSHIP APPLICATION

POTOMAC CHAPTER SOCIETY OF EXPLOSIVES ENGINEERS



G. ALAN FOSTER | CHARLES GREENING | JAMES E. McKEEVER SCHOLARSHIPS - \$2,000 Each

APPLICATION DEADLINE June 30, 2015

RECIPIENTS NOTIFIED BY July 15, 2015

Education is a wonderful endeavor. The Potomac Chapter of the ISEE is proud to annually award three \$2,000 scholarships to our membership and their families. The first, established in 1993, is in memory of G. Alan Foster; the second, established in 2000, is in memory of Charles Greening and the third; established in 2012, is in memory of James E. McKeever.

*Thank you for your participation,
Bob Spaniol, Scholarship Chairman*

Name _____ Social Security #: _____

Address _____

City _____ State _____ Zip Code _____

Phone (_____) _____ Relationship to Potomac S.E.E. member? _____

Email Address _____

What schools/colleges have you applied for admission or are attending?

Have you been accepted? _____ Major course of study? _____

List volunteer work (school/church, and/or community):

Applicant's Signature _____

Potomac Chapter Member Signature _____

NOTE: All persons who have access to the information contained in this application will treat the information with absolute confidentiality. All applications must be submitted no later than June 30, 2015. There are two principle factors that are taken into consideration in awarding this scholarship: one factor is grade standing and the other is the promise of success after graduation. The applicant must be a family member of a Potomac Chapter Society of Explosives Engineers member in good standing.

**Please send all information in one envelope to:
Potomac Chapter S.E.E. Scholarship Committee
c/o Bob Spaniol
5409 Viceroy CT
Frederick, MD 21703**

Please attach the following:

1. In your own handwriting, explain what your plans are during and after graduation from this higher educational institution;
2. A short paragraph concerning why you consider yourself a good candidate;
3. Name and telephone numbers of two character references;
4. Name and telephone numbers of two educational references;
5. A transcript of last semester's grades. (Must be at least a high school senior.)
6. List other scholarship grants that you have received recently or in the past.



Potomac Chapter Society of Explosives Engineers
P.O. Box 401 • Cross Junction, VA 22625
www.potomacisee.org

BANG!

*The Quarterly Newsletter of the Potomac Chapter
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PDF (embed all fonts); .jpg (300 dpi);

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1/8 PAGE \$75
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NON-MEMBERS

FULL PAGE \$450
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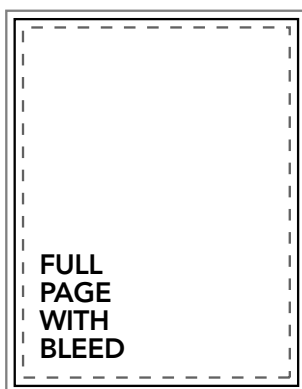
1/2 PAGE (V or H) \$250
(V) 7.5"w 10.5"h • (H) 7.5"w 4.75"h

1/4 PAGE \$200
3.5"w 4.75"h

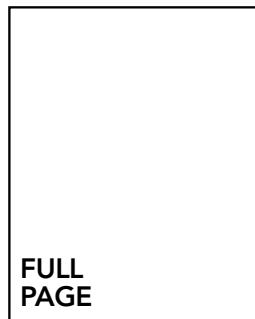
1/8 PAGE \$125
3.5"w 2"h

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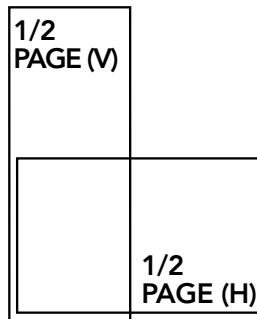
All contributors to BANG! receive a FREE ad. Simply submit content to us, and if used, we'll place your advertisement in that issue. Call Brad Bockey for more information.



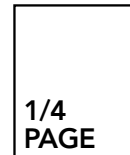
9"w 11.5"h
Live area: 8"w 10.5"h



7.5"w 10.5"h



(V) 3.5"w 10.5"h
(H) 7.5"w 4.75"h



3.5"w 4.75"h



3.5"w 2"h