TRANSCRIPT OF PROCEEDINGS

IN THE MATTER OF:)
)
PUBLIC MEETING)
)
SAFETY IMPROVEMENT TECHNOLOGIES)
for MOBILE EQUIPMENT at SURFACE)
MINES, and for BELT CONVEYORS)
at SURFACE and UNDERGROUND MINES)

Pages: 1 through 29

Place: Beaver, West Virginia

Date: September 11, 2018

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BEFORE THE U.S. DEPARTMENT OF LABOR
MINE SAFETY AND HEALTH ADMINISTRATION

IN THE MATTER OF:)
)
PUBLIC MEETING)
)
SAFETY IMPROVEMENT TECHNOLOGIES)
for MOBILE EQUIPMENT at SURFACE)
MINES, and for BELT CONVEYORS)
at SURFACE and UNDERGROUND MINES)

National Mine Health and
Safety Academy
1301 Airport Road
Beaver, West Virginia

Tuesday,
September 11, 2018

The parties met, pursuant to the notice, at 9:00 a.m.

BEFORE: KEVIN STRICKLIN
SCOTT MANDEVILLE
Facilitators

PARTICIPANTS:

MARK S. HOERBER, JR.
JEFF KRUEGER
MICHAEL PEELISH

I N D E X

P R O C E E D I N G S

(9:00 a.m.)

MR. STRICKLIN: Good morning, everyone. My name's Kevin Stricklin. I'm the Administrator for Coal Mine Safety and Health. I'm also the acting Administrator for Metal and Nonmetal. I want to welcome all of you here today. Thank you for coming. I appreciate any participation that any of you may feel you need to give today. I'll be the moderator of this public meeting to gather information about safety improvement technologies for mobile equipment at surface mines and for belt conveyors at surface and underground mines.

On behalf of the Assistant Secretary of Labor, Dave Zatezalo, I want to welcome all of you here today. Next to me is Scott Mandeville. Scott is the district manager in Coal District 4 here in Mount Hope.

On June 26, 2018, MSHA published a Request for Information seeking data and information on technologies, engineering controls, and best practices that could reduce accidents involving mobile equipment, which includes power haulage equipment and belt conveyors. MSHA is considering technologies and engineering controls that could increase the use of

seat belts; enhance an operator's ability to see all areas near the machine and warn the operator of potential collision hazards; prevent equipment operators from driving over a highwall or a dumping point; and prevent entanglement hazards related to working near moving or re-energized belt conveyors.

On July 25, 2018,, MSHA announced in the *Federal Register* six public meetings and a webinar. This is the fourth meeting. The date and location of the remaining two meetings are Albany, New York, on September 20th and MSHA Headquarters in Arlington, Virginia, on September 25th as it's posted on our website. In addition, copies of the *Federal Register* notice are provided in the back of this room.

The background on mobile equipment: The mobile equipment that's used at underground -- or at surface coal and metal and nonmetal mines and surface areas of underground mines is a broad category. It includes bulldozers, front-end loaders, service trucks, skid steers, haul trucks, and many other types of vehicles. Accidents involving mobile equipment have historically accounted for a large number of fatalities in mining, especially in metal and nonmetal mines.

Since 2007, 61 miners have been killed in

these types of accidents. MSHA conducted an investigation of all these accidents and determined the contributing factors included no seatbelts, seatbelts weren't used, or inadequate seatbelts; larger vehicles striking smaller vehicles; and equipment operator's difficulty in detecting the edges of highwalls or dump points, causing equipment to fall from substantial heights.

Concerning seatbelts: MSHA has examined 38 fatal accidents since 2007 that involved mobile equipment in which victims were not wearing a seatbelt. MSHA determined that 35 of the 38, or 92 percent, might have survived had they been wearing a seatbelt. MSHA is seeking data and information on engineering controls and best practices such as those that affect equipment operation in the event the operator does not fasten the seatbelt. MSHA is also interested in engineering controls -- such as audible and visual warning devices -- the best practices that encourage and promote seatbelt use without directly preventing or affecting equipment operation.

Large equipment striking smaller equipment: Surface mining vehicles can be several stories tall and have limited lines of sight. Since 2003, there have been 23 fatalities caused by a larger vehicle

striking a smaller vehicle. In 2017 alone, there were four fatalities. I'm regressing here a little bit, but last year in Nevada, there was a van carrying nine people that was run over by a large surface haulage piece of equipment. Two of those people in the van died. It could have very easily been nine people that died. It was just luck that the wheel ran over the front of the van. If it would have hit the middle of the van by a few feet, there would have been nine fatalities in one accident.

MSHA has found that blind areas around large mobile equipment, in which equipment operators cannot see, contributed to these striking accidents.

MSHA is seeking information and data on engineering controls, such as collision warning systems, collision avoidance, and best practices, that could provide equipment operators better information about their surroundings and help reduce accidents. Again, I regress, but if Dave Zatezalo, our Assistant Secretary, was here, he'd be sitting up here asking a question or making a statement, saying that when he went out to buy a car and you put the new car in reverse, you got a screen that shows you what's behind you. You got a TV camera. If you put on your turn signal, you see what's beside you in the passing lane

to let you know something is there. He's saying why won't manufacturers -- or why won't operators who operate multi-million dollar pieces of equipment consider -- it's easy for me to say -- but putting a few more thousand dollars in to get that same technology on these big pieces of equipment. And, you know, you have to think about, is that something that is doable? Is that something that operators want to do or can do? And is technology available? We think technology is pretty close to being there, but we'd like to hear what any of you may have to say about that.

High wall and dump points: Since 2007, there have been 20 fatal accidents in surface coal and metal and nonmetal mines involving bulldozer operators and haul truck drivers who travel over the edge of a highwall or a dump point. There's a couple that's occurred in metal/nonmetal mines this year.

MSHA is seeking information and data on systems that integrate technologies, such as GPS, radar, radio frequency identification tagging, and if these systems could help equipment operators better identify the edges of highwalls or dump points. MSHA also seeks data and information on other devices that provide visual, audible, or other signals and best

practices that warn equipment operators of hazards in their locations.

As an example, I was golfing a couple weeks ago. I was in a golf cart and it had the GPS screen on it that told me what the distance was to the green from where I was at, but it also -- when I got in the golf cart, if I got lazy and I wanted to get as close to the green as possible, the golf cart immediately shut off. So, I mean, the GPS is available. If we can do that at a golf course, surely we could tie something in so you couldn't get too close to a highwall in a big truck. I mean, again, technology is amazing to all of us and there are certain things that I think is available to do. We just need everybody to come together and work toward that.

Belt conveyors: Since 2007, there have been 17 fatalities related to working near or around belt conveyors, of which 76 percent were related to miners becoming entangled in belt drives, belt rollers, and discharge points.

MSHA has found that factors that contribute to the entanglement hazards include inadequate or missing guards, inadequate or insufficient number of crossovers at strategic locations, and inappropriate lockout/tagout procedures. This is something, if

you're an operator, you can go back -- you don't need for something to occur before you do something. Go back, make a note of it, and have your examiners check your crossover points and underground belts and make sure they're adequate. We had a couple -- Scott had one in his district just a year ago where a person was crossing a belt, and he was found seven miles later on the surface of the mine site in the coal stock pile. We had one in northern West Virginia where an operator, for whatever reason, didn't want to go over the crossover of the belt and tried to cross a moving belt without protection, fell on the belt, and was killed as well. So it's just a good rule of thumb for everyone to go look at what they have in place and make sure, number one, that the crossovers are accessible and, number two, your examiners or whoever are crossing them are using them correctly.

MSHA's interested in data and information on systems that can sense a miner's presence in hazardous locations, ensure that machine guards are properly secured in place, or ensure machines are properly locked out and tagged during maintenance. You know, just a simple rule of common sense. Make sure that if something is locked out or it's pulled out, don't let anybody else just come and put it back in without

checking to make sure that everybody's clear, everybody's away from it, et cetera. We had one of those last year as well.

MSHA's also seeking information on best practices, training material, policies, and procedures that may improve safety in and around mobile equipment and working near conveyor belts.

MSHA seeks information on how training can increase seatbelt use and improve equipment operators' awareness of hazards at the mine site. MSHA also seeks suggestions on how training can ensure that miners lock and tag out belts before performing maintenance work.

This meeting is going to be conducted in an informal manner. The panel, me and Scott, may ask questions, and the participants may ask questions of the panel. MSHA will make available a verbatim transcript. As you can see, we're having a court reporter take all this down. It'll be made available to the public approximately two weeks from the completion of the meeting. You may view the transcript of all the public meetings and comments at our website at MSHA.gov and on regulations.gov. You may also submit additional comments using one of the methods identified in the "Addresses" section of the

Request for Information. If providing comments, we ask you to please provide specific information and supporting rationale for your position.

We also request data and information on the costs, benefits, and the technology and economic feasibility of the engineering controls. That's if you have it. If you'd just like to come up here and say, hey, I think this will work, that's fine. If you've got some documentation that you'd like us to take back with us, that would be great too.

MSHA also wants to hear from you on suggestions and/or examples of the best practices for keeping miners safe around powered haulage equipment. We had, MSHA had, a big push a few years ago on proximity detection on underground mining machines, and we look at that as a success. It became anti-climatic in a way because 50 to 60 percent of the mines already had the proximity equipment installed on their machines prior to the regulation even going into effect. So the operators, as an example, had really bought into that practice of installing proximity on their underground equipment.

Naturally, we would be happy to see surface operators put that on their equipment today without any type of regulations in place. And I'm not sure

this is going to lead to regulation. This is just a request for information from all of you to get your opinion of it. But, naturally, the more you do safety and health-wise to protect your miner with new technology with good ideas is great. We don't want to stand in the way of any of that.

All comments must be received by Monday, December 24, so we got a window of time through close to the end of this year. And you can view the comments on regulations.gov or our website, www.MSHA.gov, and select the link for regulations.

If you have a copy of your testimony or presentation, please give that to the court reporter so he can append to the meeting transcript. When you make a presentation, we'll ask you to come up to the front of the room here, speak into this microphone, and spell your name to the court reporter so they have an accurate record.

I think we have at least two speakers here today. Anyone interested in speaking, could you please raise your hand.

(Show of hands.)

MR. STRICKLIN: Okay. We have three speakers here today with us. Naturally, as this goes on, if someone else would like to make a statement,

we're more than open to that.

So how about if we start with the gentleman up front here since he's the closest. His name is Mark. I'll let Mark have the microphone and kind of give the presentation to us.

MR. HOERBER: Good morning. As Kevin said, my name is Mark Hoerber. I'm here with Schroth Safety Products. We are a safety company. We primarily build our products in the United States, and our focus is saving everybody in every incidence we possible can. I'm here directly to speak about MSHA's request for information regarding seatbelt usage. MSHA has said many things about life and how important it is. This slide and the next slide is just information that you can get off MSHA's website on statistics of injuries. As Kevin said earlier, since 2007, 35 people could possibly still be alive today had they worn their seatbelt or worn it properly.

So, again, I'm here to talk about seatbelts. MSHA has asked, what can we do about seatbelts? How we can we make it more visible? How can we communicate its usage? First and foremost, our seatbelt system has orange webbing, high visible orange webbing. When the operator's wearing it on, let's say, a 785, ground crew can look up and see the

orange stripe across the driver's chest and you'll know the occupant is wearing it.

But let's talk about communication. Some mine sites have systems that will relay vehicle information back to their main shop. Our system already has the ability to output a signal. You could put a light on top of the cab so the seatbelt -- you click in your seatbelt, the light goes on. Or clicking the seatbelt, the signal gets sent over to the shop. Hey, vehicle is in motion; the operator is wearing their seatbelt. Or, if the mine site wants to do it, you can tie it into the interlock system so that if the seatbelt is not engaged, the vehicle doesn't move.

So we've been working on this system since 2016 with Peabody Energy and a couple of their mine sites in Indiana and it's because of our work with them, Peabody has earned a NIOSH Award directly related to implementing this system. They currently have several of these units fielded in their Wild Boar Mine Site and are currently working on continuing to get these out in their system. One of their approaches to the matter is some vehicles have three-points, some vehicles have two-points. They're hitting all their two-point vehicles up first. When

those trucks need to have their seats replaced or if they have a seat ready to go, let's not wait for it. Let's go ahead and just get it swapped. So Peabody Energy's been very adamant about improving safety of their people.

Sorry, my cards are a little out of order. So one of things about my solution, our solution here is the seatbelt isn't just a seatbelt to restrain the individual. What can we do? Well, if we can give drivers feedback, say, hey, the vehicle's orientation is such that you might be going towards a rollover situation, our system detects that and will vibrate the seatbelt, giving the driver a chance to know, and if the vehicle does commit to a rollover or enters a specific angle where we think the vehicle will roll, say the occupant is leaning forward, an electric motor will come on and actually reorientate the occupant to an upward position and then the seatbelt will function as a normal seatbelt, keeping the occupant restrained during the event.

Here is a short video, if you don't mind, of a demonstration of it. Bear with me a moment. There is no sound. I apologize. So here is the haptic warning. Again, it's the warning. So you're going to pay attention to the gentleman wearing the seatbelt.

If you notice, when he tilted, you see his chest is vibrating. You'll see it one more time here. Hey, that's a bad situation. Let's try to get out of this, right? Now we're talking about an out of position occupant for this part here. The vehicle's going to now commit to a hard rollover at first, so to say. So our sensor's in that toy truck. That's why he's tilting. He's a large man. I think he's a little indicative of coal miners, and you see it just pulls him like nothing.

Okay. So we just attended the MEI show in Vegas. We will be attending the AUSA show. I know that's not a mining show, but if anybody's in the D.C. area during the first week of October, I'd like -- the first full week of October, you're more than welcome to come and we will also have our system on display there.

At this time, if there are any questions, I'd be happy to answer them or talk about anything. And at the same time, if anybody has any room for improvement or things that I should consider more in my product, I'd be happy to consider that as well.

(No response.)

MR. HOERBER: Okay. With that being said, I'd like to thank you for your time in letting me

speak and I'll also ask you all one more thing. At some time today, let's just give some time in remembrance to those who have lost their lives today and those who continue to fight for our freedoms. Thank you for your time.

MR. STRICKLIN: Okay. Thank you, Mark.

MR. HOERBER: Thank you.

MR. STRICKLIN: Mike, do you want to go next?

MR. PEELISH: Jeff's going to go.

MR. STRICKLIN: Jeff's going to go next. Okay. Jeff, could you come up to the mic. You don't have a PowerPoint, correct?

MR. KRUEGER: Correct.

MR. STRICKLIN: Okay. Just, if you would, just spell your name for the court reporter and speak in --

MR. KRUEGER: Okay. This microphone here?

MR. STRICKLIN: You can speak at either one you want.

MR. KRUEGER: I'll go over here.

MR. STRICKLIN: Okay.

MR. KRUEGER: Good morning. Jeff Krueger. Jeff, J-E-F-F, Krueger, K-R-U-E-G-E-R. I would like to thank MSHA the opportunity to come here and present

today for surface mines stakeholder meeting. With my role at USSC Group, I'm Director of Product Development for our product line called Fogmaker, Fogmaker North America. Fogmaker manufactures a water-based fire suppression system utilizing patented nozzles, a design that contains also a AFFF agent that is currently in use in mobile equipment both for surface and underground metal and nonmetal mines in the U.S. and around the world and is also in underground coal mines in Australia today.

The purpose of our comments is to shed light on the possible applications of the self-contained water-based technology to improve conveyor belt safety in underground coal mines by protecting conveyor belt drive installations and the electric installations as well. While the request for information emphasized the entanglement risks associated with the belt conveyors, Fogmaker believes it's important to also address the fire protection options on belt drives and other electrical installations. We hope that MSHA receives these comments in the spirit for which they're intended, which is safety improvement through technology advancement.

After evaluating underground belt drives, a Fogmaker team determined its water-based technology is

not technically feasible on belt drive installations due to the expansive surface area that needs to be covered per the current regulatory language. Fogmaker will continue to explore the capabilities of the technology relative to the requirements of the regulation. We will seek to discuss this application with MSHA to obtain direction on how to determine the parameters under which this technology could be deployed as other options to direct, detect, suppress fires for conveyor belt drives.

While evaluating underground fire suppression opportunities on belt drives, the Fogmaker system has the applicability for unattended electrical installations, such as battery charging stations. The ability to install mobile, self-contained water-based fire suppression kits on constantly moving battery charging stations provides superior fire suppression and is more efficient to deploy since no water hook-ups or supply is necessary. The opportunity to deploy this technology exists now and does not require additional approvals per the regulation.

Also, permanent fuel storage stations and mobile diesel fuel storage units are other opportunities to deploy highly effective fire suppression systems for fuel fires, just as we

currently do for the airport industry today.

Indeed, Fogmaker water-based fire suppression systems has a primary application, such as deployment on underground mobile equipment. MSHA is aware of Fogmaker's fire suppression capabilities on mobile diesel equipment and what it takes to deploy Fogmaker technology on this underground mobile diesel equipment. Fogmaker seeks to work with MSHA to embrace other technology solutions in underground coal mine to give mine operations choices when it comes to improved safety through different technologies, such as the Fogmaker water-based fire suppression technology.

Thank you for your time. Any questions?

MR. STRICKLIN: Jeff, can we have a copy of that presentation?

MR. KRUEGER: Yes, absolutely. Okay.

MR. STRICKLIN: Thank you.

MR. KRUEGER: Thank you.

MR. STRICKLIN: Thank you.

MR. KRUEGER: Thank you, Kevin.

MR. STRICKLIN: Our next speaker will be Mike Peelish. Either place, Mike.

MR. PEELISH: I'll step up here. It's probably easier. My name is Michael Peelish, M-I-C-H-

A-E-L, P-E-E-L-I-S-H. I'm actually here with Jeff Krueger and Fogmaker to deliver those comments. However, Kevin, you may have recalled back in the mid-'90s when I was head of safety for Cyprus Amax, we had a fatality in Arizona. Big Al Wade was driving a small truck, and a big truck took a hard right turn, was dispatched, and he ran over him at the Sahuarita Mine in Arizona.

When I got to the airport, I had a call from Jack Tisdale, and Tisdale, Mr. Tisdale, called me up and he said Assistant Secretary McAteer's -- I won't use the exact language that he used -- but he's tired of these big trucks running over small trucks. So, at that time, we embarked on an effort, as you may recall, a cooperative effort with MSHA to write best practices. So we spent about a year. I think we ended up with about 18 best practices that reside in this facility today. Okay? We did everything from taking pictures of trucks, haul trucks from above using walkie talkies to determine that, at that time, a 777 had 70 percent blind spots, okay? We worked with NIOSH on discriminating sensors at the time. We worked with seatbelts. How do we identify when people aren't wearing seatbelts? We had, you know, a series of best practices that today you can find on a pocket

card that an operator can take with them out in the field to make sure they're doing their preoperative checks right on their equipment or whatever it might be.

So, to get to that task force, I had to fight a lot of people in the associations because they thought it was going to lead to regulation. This was back in the '90s. We haven't seen one regulation come out of those efforts. What we did see was an immediate decrease in surface fatalities because the inspectors were taking these pocket cards with best practices on them and they were handing them out to the people doing the work in the field, not sitting on some safety manager's binder on their shelf in the office. But these little 4 and a half by 9 inch pocket cards became a way, even in today's electronic world, to get information in the hands of the people who were doing the work.

So I think what I'm suggesting here is that MSHA go back and take a look at that work that was done because it was a lot of good work and it was done fairly rapidly because we weren't in an obligation at that time to have public hearings. We could meet here at the Mine Academy. We could meet at Phelps Dodge properties out in Arizona. We could meet anywhere we

wanted to get the work done. So I would just suggest that we go back and not re-till the same soil for a lot of work that had been done with those best practices. So --

MR. STRICKLIN: Anybody have any questions of Michael?

(No response.)

MR. STRICKLIN: We thank you, Michael.

MR. PEELISH: Thank you. Thank you, sir. Appreciate it.

MR. STRICKLIN: Very good comments. On our website, Dave has put -- all of Dave's presentations are on our website. Anytime he goes out, he feels comfortable that if I can say it to a group of people, I'm going to post it. One of the presentations is about surface haulage and big equipment running over smaller. It made me think of it when Mike was talking. It might have been a picture that Mike's folks took after his accident. It shows a big equipment, piece of equipment and a line of sight that that operator has and what is in front of that equipment that can't be seen. So, if you get an opportunity, you may want to look at that picture. It's -- I don't want to say it's impressive because, I mean, it's just, it's something to see what an

operator in one of these big pieces of equipment does not see. So, if you get a chance, you may want to look at that.

Is there anyone else who wishes to make a presentation?

(No response.)

MR. STRICKLIN: Well, I hate to be the bearer of bad news, but we're all going to have to go back to work.

(Laughter.)

MR. STRICKLIN: I want to thank everybody for coming forward today and making a presentation. Again, we have two more opportunities for people to come and speak in a public setting, but you also have until December 24th to submit any comments that you may have. I want to emphasize that we need all the comments by Tuesday, December 24th. We will take all comments and concerns into consideration. And again -- I think Michael spoke it as well as I could have -- that this doesn't mean any regulation is coming. This is just for informational purposes, and anything any of you can do or we can do to make the mining industry safer and healthier, we want to do that.

Before this meeting concludes, I want to

mention that Executive Order 13777, Enforcing the Regulatory Reform Agenda, directs each federal agency to evaluate existing regulations and make recommendations regarding their repeal, replacement, or modification, consistent with applicable law.

As part of the evaluation of E.O. 13777, it requires each agency's reform -- regulatory reform task force to seek input and other assistance as permitted by law from entities significantly affected by federal regulation. That means all of you in the industry. In compliance with that, on October 23, 2017, almost a year ago, we posted a regulatory reform email address on the agency's website for stakeholders to send recommendations on existing rules, regulations, and standards that could be repealed, replaced, or modified without reducing miners' health. As an example, I think what Jeff talked about earlier with the Fogmaker is something that could be added to a regulation and not cause any confrontation. It can be an either/or with what's being done now or what could be done in the future.

In addition, we have a number of regulations that I look at that are outdated. With the new emergency response plan that has come into place, there are some regulations out there that are

antiquated and can be removed, but we're asking for comments by any of you that when you see something that you think is outdated, needs to be repealed, let us know.

MSHA requests that stakeholders review the existing comments. If commenting on another comment, please identify and provide specific information to support your position on whether or not you support a commenter's post. In other words, there's some postings out there about what can be repealed or what should be repealed, and you have an opportunity not only to submit your own comments about what should be repealed but comments about what is posted there.

MSHA considers early public participation in the regulatory reform process to be particularly important. I can give you a number of examples how we've used the comments from when a rule was proposed to how it ended up. One in coal I'll talk about is the dust rule. When that was first proposed, it was one hour -- or, I'm sorry, 1 milligram was going to be the standard. After it was done, it became 1.5 milligram. In metal and nonmetal, we had the exam rule. It was going to be, basically, like a pre-shift. Now it's when miners enter an area. So miners can come in with the examiner. They don't have to

wait for the entire area to be pre-shifted before they come in to begin work. So those are two examples of comments that we've received from our initial regulation to when it became final. So we hear your comments. We truly do.

MSHA expects that stakeholder comments will initiate public dialogue and assist the agency in its review and assessments of existing regulations on how best to minimize regulatory burdens on mine operators without diminishing protections afforded miners under the Mine Act.

Scott, do you have anything you'd like to add?

MR. MANDEVILLE: No. Well, one thing. You know, Kevin talked about I did -- we did have a fatality in District 4, and a lot of people came together after that and made some changes on how they were going to do belts. We made a big push and they did a good job of moving all their crossovers and looking at how we had crossovers, cross-unders. And also, some of the companies got really proactive in making switches they can hang by the tailpiece with a neon light so, if somebody does fall on the belt, they can grab it. It breaks the connection and stops the belt. So, you know, things do happen for a good -- I

mean, bad things happen, but sometimes some good comes out of it to help somebody else.

MR. STRICKLIN: Okay. Well, at this time, I want to thank you very much, and this concludes our stakeholder meeting.

(Whereupon, at 9:35 a.m., the meeting in the above-entitled matter adjourned.)

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REPORTER'S CERTIFICATE

DOCKET NO.: --

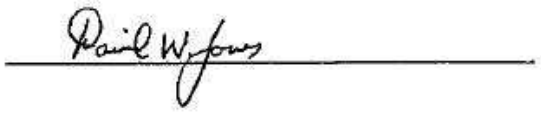
CASE TITLE: Request for Information: Safety Improvement Technologies for Mobile Equipment at Surface Mines, and for Belt Conveyors at Surface and Underground Mines Stakeholder Meeting

HEARING DATE: September 11, 2018

LOCATION: Beaver, West Virginia

I hereby certify that the proceedings and evidence are contained fully and accurately on the tapes and notes reported by me at the hearing in the above case before the U.S. Department of Labor, Mine Safety and Health Administration.

Date: September 11, 2018



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