

The trucking industry in Washington State is a vital player in the state and country wide economies, moving virtually everything we produce and consume. Despite increased regulations for the hours of service and increased monitoring with the new Carrier Safety Administration (CSA) rules, trucking remains one of the most hazardous industries in North America.

The purpose of this report is to highlight injury data from the trucking industry in Washington State and to provide guidance to industry safety professionals on ways to address hazards. Data for injuries comes from the Washington State Department of Labor & Industries, the state's sole source for workers' compensation. Data covers calendar years 2006 through 2012 and focuses on both accepted and compensable (more than medical with a component of time-loss, kept on salary, etc.) claims.

While truck drivers have a disparate burden of injuries in the industry, the few but costly office/management injuries should not be ignored.

This report is organized to provide you with an overview of the methods and data that we used to produce the facts and figures, followed by a review of the fatalities that occurred in the trucking industry during this study period. The data is grouped by trucking sectors and within each sector we focus on common injury types and occupations. In order to create a concise description of large and varied industry sectors, we have grouped some trucking sectors and occupations together. Trucking sectors are defined by using the North American Industrial Classification (NAICS) codes and include: General Freight Trucking, Truckload (TL); General Freight Trucking, Less than Truckload (LTL); Specialized Freight, except Movers, Movers, and Couriers and Messengers. Definitions of how we did this can be found both in the beginning methods section and in the appendix. A description of all of the detailed occupations that make up the four large groups we used throughout this report (drivers, material handlers, vehicle service technicians and management) can also be found in the appendix. Data in terms of direct costs are mentioned briefly in each injury type within each trucking sector, but are detailed by sector, occupation and injury type in the appendix.

As with many other industries in Washington State and nationally, strain, sprain or overexertion injuries comprise the highest count, injury rate and costs among the injury groups presented in this report. Falls from elevation and falls from same level are also frequent and costly injuries in the trucking industry during the study time period. In order to further delve into the injuries that we see occurring in trucking, we ranked the injury type and then ranked time-loss days and used these rankings to determine what activity was occurring during the commission of these injury events. These are represented by what we call the Prevention Index Plus (PIP) and convey scenarios for injuries as they were occurring. We hope that this more detailed method allows safety and health professionals to consider their processes and to improve the safety of trucking industry workers.

While we have provided recommendations for mitigating or eliminating injuries in the trucking industry, much more work must be completed to keep workers within the trucking industry safe and working.

Suggested citation: Rauser, Smith and Williams 2014. Trucking Industry: Examining Injuries for Prevention, 2006-2012. SHARP Program, report #90-148-2014. Washington State Department of Labor & Industries, Olympia, Washington.

Full Report at www.KeepTruckingSafe.org