

Defining the industry

For this report the Washington State trucking industry includes employers with Washington State Labor & Industries (L&I) business accounts classified in one of the following North American Industrial Classification System (NAICS) codes:



General Freight, Less than Truckload (LTL)

NAICS 484110 Local

NAICS 484122 Long-Distance, Less than Truckload



General Freight, Truckload (TL)

NAICS 484121 Long-Distance, Truckload



Specialized Freight

NAICS 484220 Local (e.g. agricultural products, boat hauling, bulk liquids, dump trucking, livestock)

NAICS 484230 Long-Distance (e.g. automobile carrier, bulk liquid, hazardous materials, refrigerated product)



Specialized Freight, Movers

NAICS 484210 Used Household & Office Goods Moving



Waste Collection

NAICS 562111 Solid Waste Collection

NAICS 562112 Hazardous Waste Collection

NAICS 562119 Other Waste Collection



Couriers and Messengers

NAICS 492110 Couriers

NAICS 492210 Local Messengers and Local Delivery

Industry sectors by size

Figure 1. Washington State trucking industry sectors reported by size

* Percent of the trucking industry group state fund and self insured.

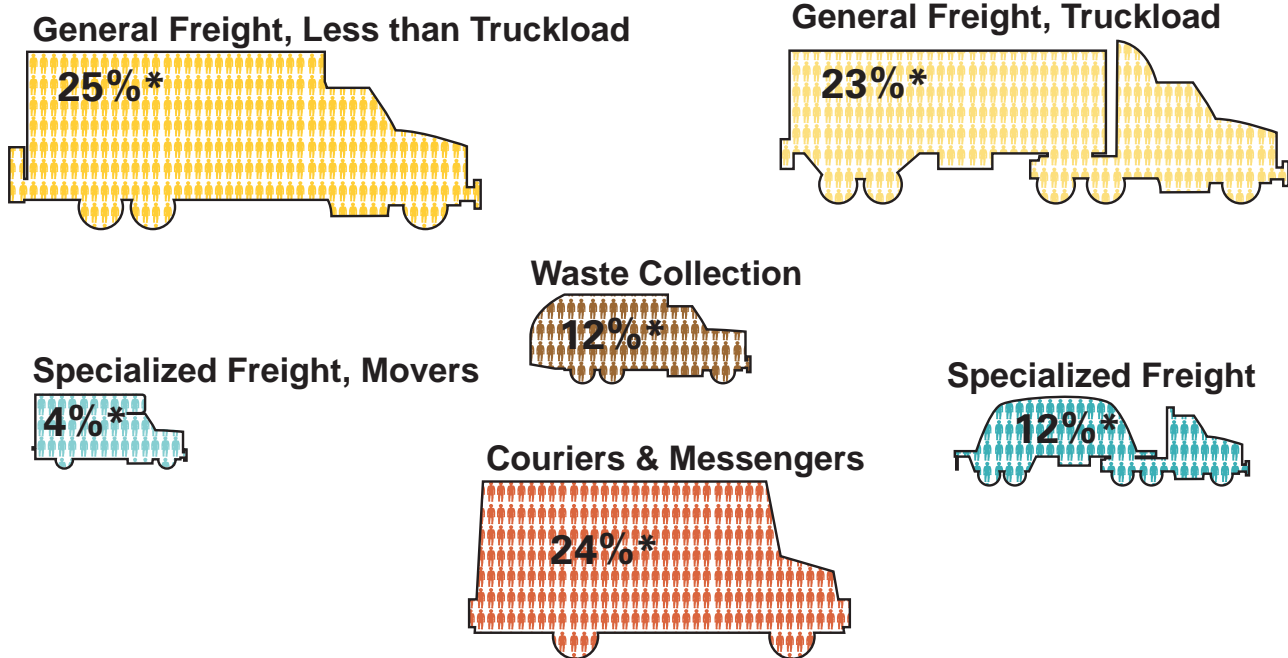


Table 1. The Washington State trucking industry by sector and average number of employees per year, 2006-2012.

Industry sector	Average number of employees per year**
General Freight, Less than Truckload	8,100
General Freight, Truckload	7,400
Specialized Freight	4,000
Specialized Freight, Movers	1,400
Waste Collection	4,100
Couriers and Messengers	7,900
All Trucking	33,000
All Self Insured and State Funded Employers	2,200,000

** Employers report hours worked by employees to L&I. We use these hours to estimate a full-time equivalent employee (FTE). A FTE is 2000 hours for one work year. One 'employee' above is equal to one FTE.

Injury data sources

The workers' compensation data for this report is provided by the Washington State Department of Labor & Industries (L&I). L&I is the sole provider of workers' compensation coverage in Washington State unless companies are able to self-insure. L&I covers approximately two-thirds of the workers in Washington State. The report includes accepted claims from 2006 through 2012.

Workers' compensation claims are divided into two main groups: medical-only and lost work time. Medical-only claims involve only the medical cost to treat the injured worker, but no time off for work is given. Lost work time (compensable) claims include injuries with four or more days of lost work time compensation, total permanent disability, fatality or being kept on salary by their employer. Unless otherwise stated all data for costs, injury counts and lost work time are for State Fund compensable claims.

Data for this report were extracted on April 5th, 2014. Injuries which occurred during the study period may, after the extraction date, become lost work time claims and have increased costs. This is called "development." Therefore, future data extractions for the same time period may reflect slightly increased costs and claim counts.

The L&I workers' compensation database includes a complete count of the Self-Insured lost work time claims, but not all the cost associated with the claim are reported. For this report we primarily used compensable State Fund claims. Unless otherwise noted, the tables, charts, graphs, and discussion use State Fund compensable data.

Owner-operators are not required to have workers' compensation coverage so their injury experience is not captured in this report. Truck drivers working in non-trucking industries are not included in this report. Log carriers are included in the forestry and fishing industry and are not captured in this report. Under-reporting of injuries to workers' compensation systems is known to occur. Therefore injury rates in this report are likely an underestimate of the true burden of occupational injury in the trucking industry.

Employers report hours worked by employees to L&I. We used these hours to estimate a full-time equivalent employee (FTE). A FTE is 2000 hours for one work year. We used median costs in this report to more accurately reflect the expected costs associated with a claim group.

The Washington State Fatality Assessment and Control Evaluation (FACE) program provided the trucking fatality data.

How prevention targets are ranked

We hope the information in this report will assist you in making informed decisions for ranking injury prevention activities. Usually injury prevention efforts are claim count focused. We felt that more severe injuries, that generally cause higher medical costs and higher time-loss should receive equal weight when determining where to focus prevention activities.

Throughout this report, we applied a Prevention Index Plus (PIP) to target the type of events and sources of injuries that when taken together were the 1) most costly in terms of medical cost, 2) had the highest number of workers' compensation claims and 3) the highest time-loss. The rankings were added together and divided by three and then ranked and sorted by industry sector. Combining these three factors together enables us more clearly define the areas to target for safety analysis and intervention.

Caveats: The results are not reported in industry sectors where the event/type and source groups provided too small of a number.

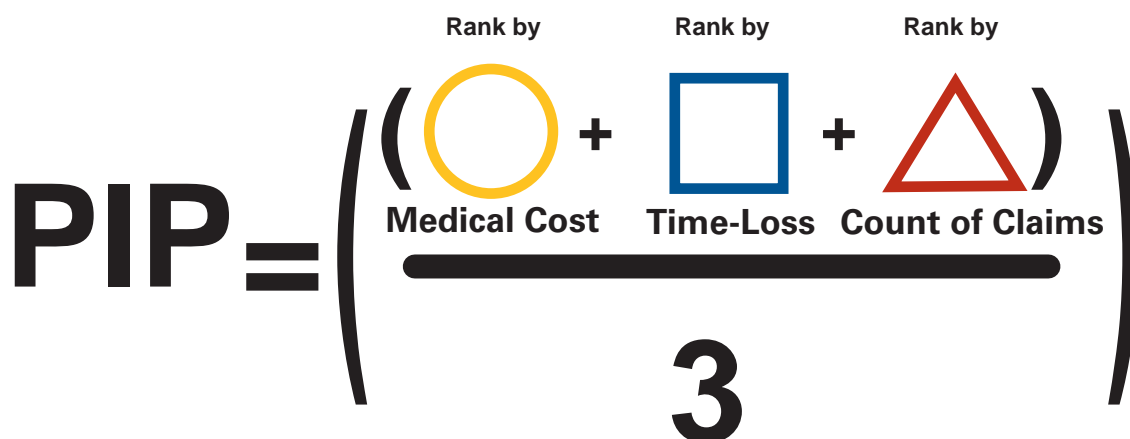
Throughout this report the following symbols will be used to designate highest ranks:

Highest in time-loss: 

Highest in medical cost: 

Highest count of claims: 

Figure 2. Depicts the Prevention Index Plus (PIP) calculation.

$$\text{PIP} = \left(\frac{\begin{array}{ccc} \text{Rank by} & \text{Rank by} & \text{Rank by} \\ \text{Medical Cost} & \text{Time-Loss} & \text{Count of Claims} \end{array}}{3} \right)$$


What are the most common injury types?

This report groups the claims into six main injury type categories.

1. Strain, sprain or overexertion
2. Fall from elevation
3. Fall on the same level
4. Struck by or against
5. Vehicle-related
6. All other

What is a 'Strain, Sprain or Overexertion?'

For the purpose of this report we'll refer to injuries as "strain, sprain or overexertion" when the worker injury results from non-impact overexertion or bodily reaction that affects nerves, tendons, muscles, or supporting body structure that can happen overtime.



What is a 'Fall from Elevation?'

A 'Fall from Elevation' worker injury results from falling from an elevated work surface to a lower level.



What is a 'Fall on the Same Level?'

A 'Fall on the Same Level' worker injury results from falling to the work surface on which they are working.



What is a 'Struck By or Against' injury?

A 'Struck By or Against' worker injury results from impact between a worker and an object. Either the object or worker can be moving or stationary.



What is a 'Vehicle-related' injury?

A 'Vehicle-related' worker injury results from a collision or non-collision involving a vehicle in normal operation.



What is an 'Other' injury?

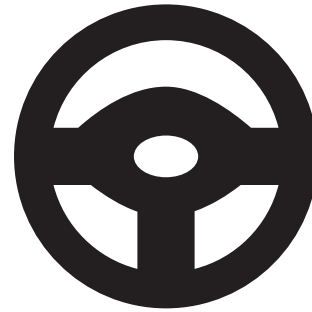
The 'Other' injuries are all those not classified above.



This report groups claims into four main occupation type categories.*

Drivers

Includes occupations such as Couriers and Messengers, Truck Drivers and Sales Workers, Heavy and Tractor-Trailer Truck Drivers, Refuse and Recyclable Material Collectors.

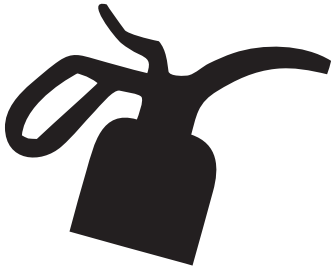


Material Handlers

Includes occupations such as Shipping, Receiving and Traffic Clerks, Stock Clerks and Order Fillers, Material Moving Workers, Packers and Packagers.



* Complete definitions are in the appendix on pages 90-91.



Vehicle Service

Includes occupations such as General and Operations Managers, Industrial Machinery Mechanics, Maintenance and Repair Workers, Cleaners of Vehicles and Equipment.



Managers

Includes occupations such as Chief Executives, Transportation, Storage and Distribution Managers, Bookkeeping, Accounting and Auditing Clerks, Secretaries, Receptionists and Customer Service Representatives. First-Line Supervisors of Transportation and Material Moving Machine and Vehicle Operators.

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