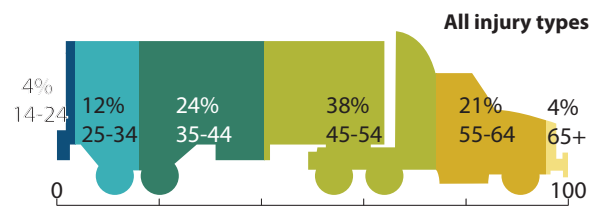


- 1,595 compensable claims
- Cost over \$79 million
- Accounted for over 367,000 days of time-loss
- A compensable rate of 4.9 per 100 FTE or 1 in 21 employees

Figure 30. Compensable Claims By Age Group



The most common injuries were strain, sprain or overexertion injuries (31%), followed by 'Other.' Other injuries were most commonly slips without falling and hyperextending or twisting a lower extremity.

As expected, drivers in the Truckload (TL) sector had the most compensable claims by count. Unlike LTL, there were far fewer material handler claims, most likely due to the smaller proportion of material handlers in the TL sector.

Figure 31. Percent of compensable injuries by type, General Freight Trucking TL 2006-2012

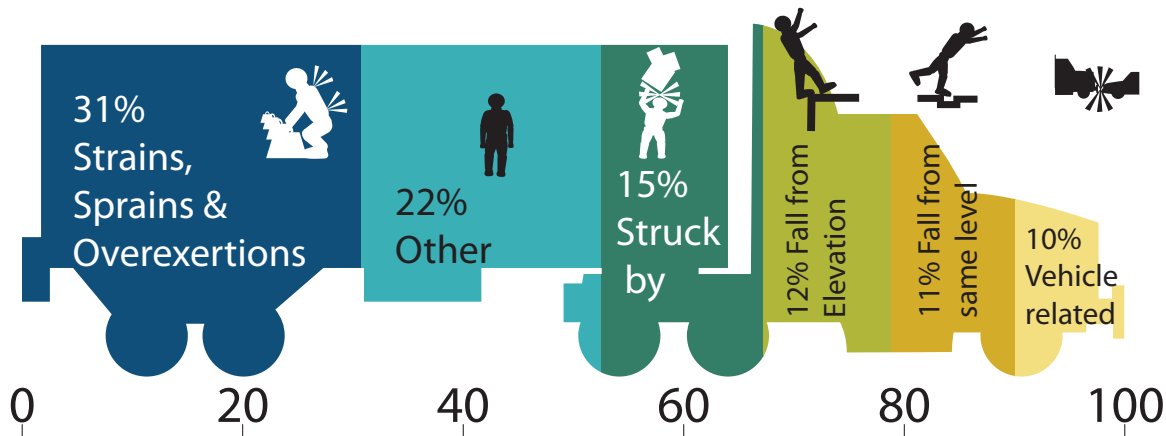
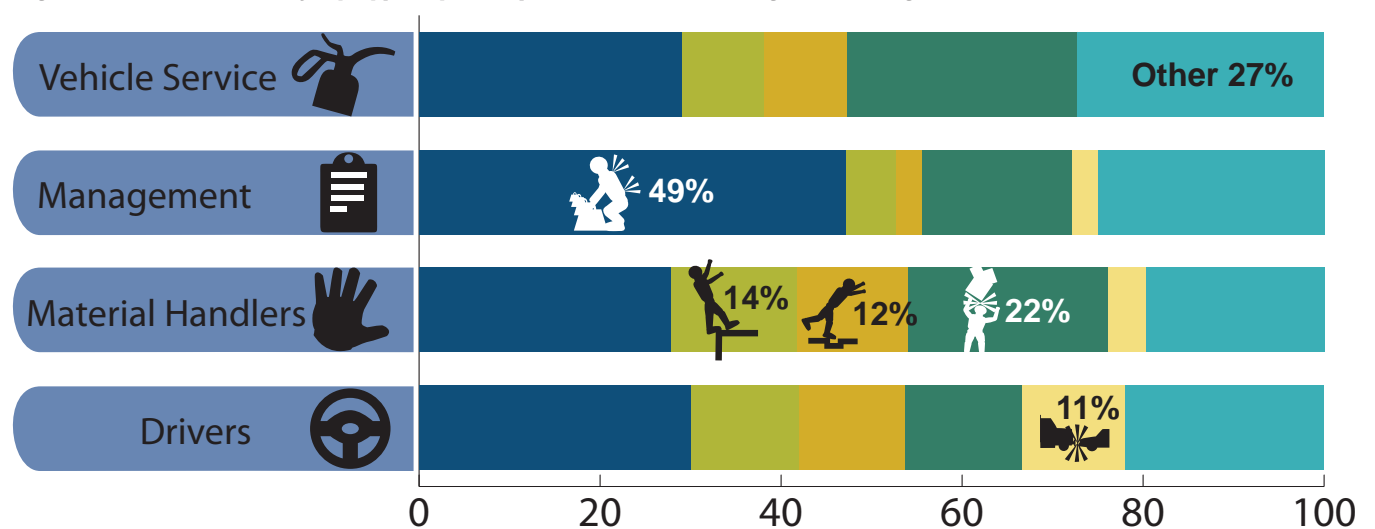


Figure 32. Percent of injury type by occupation, General Freight Trucking - TL 2006-2012



Strains, sprain or overexertion injuries accounted for almost half of all compensable claims in management occupations. Don't forget about office staff when you plan your safety training.

**Table 9. Most common type and source of injuries combination in General Freight Truckload, ranked by intervention priority**

Description	PIP Score
Falling out the back of trailer/flatbed/other truck part	1
Ingress/egress, walking around truck/trailer especially in icy, wet or slick conditions	2
Rollover - icy roads, speed, objects on roadway	3
Rollover - wind gusts, or to avoid a collision	4
Fell off load or fell off trailer while loading	5

\*PIP prioritizes injury types by ranking three important factors and averaging. The PIP ranks the count of injuries, the type (e.g., fall from elevation, struck by), and the number of time-loss days. Highest time-loss = □, Highest medical cost = ○, Highest count of claims = △ are noted with these symbols, when available.

The injury types with the highest median costs are vehicle-related (\$14,753), strain, sprain or overexertion (\$14,235), and fall from elevation injuries with a median cost of \$12,626.

## Prevention Targets

### Employers

- The severity of strain, sprain and overexertion injuries can be positively impacted by early reporting and implementing prevention strategies. This cannot be emphasized strongly enough. Encourage your employees to let you know if they are feeling pain, before the damage becomes severe.
- Make sure to invest in cabs with adequate hand holds. Don't make your employees reach across, twist or otherwise enter/exit the cab in awkward angles.
- Provide trailers with handholds (preferable on both sides) to prevent drivers from riding the door down, or twisting awkwardly to grab the side of the trailer to help in their descent.
- Provide drivers with the tools they need to do their job safely – pallet jacks, forklifts, extra workers to help unload.
- Discuss what equipment/assistance is available for drivers to use at the customer site when scheduling a job
- Engineer away the need for ladders if possible.

### Drivers

- Always use 3 points-of-contact when entering or exiting the cab or trailer and on ladders.
- Use mechanical lifting aids or ask for help.
- Don't allow your phone or paperwork to become a distraction while walking.

- 496 compensable claims
- Cost over \$24 million
- 121,000 days of lost time

Like LTL, the majority of compensable strain, sprain or overexertion claims are for drivers (78% for General Freight, TL), although unlike LTL, material handlers are a much smaller percentage of strain, sprain or overexertion claims (7% in TL versus 17% in LTL).

Figure 33. Compensable Claims By Age Group

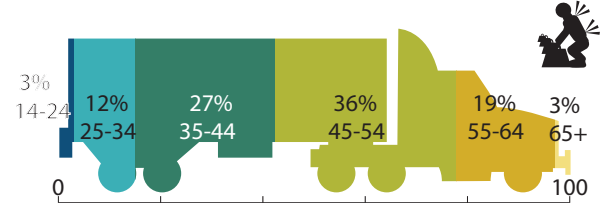


Table 10. Most common strain, sprain or overexertion by type and source combination of injuries in General Freight, Truckload, ranked by intervention priority.

Description	PIP Rank
Cumulative trauma - overuse, e.g., lifting, using hay hooks, cranking landing gear.	1
Traumatic incidents to upper extremities, e.g., pulling curtain on van when stuck; pulling 5th wheel release that was jammed.	2
Pushing and pulling heavy objects - e.g., loaded pallet jacks, heavy pallet jacks that were stuck because of uneven ground.	3
Lifting heavy objects e.g., moving boxes, metal containers, misc. cargo.	4
Traumatic injury e.g., low back from loading cargo or low back from moving stuck curtain.	5

\*PIP prioritizes injury types by ranking three important factors and averaging. The PIP ranks the count of injuries, the type (e.g., fall from elevation, struck by), and the number of time-loss days. Highest time-loss =  , Highest medical cost =  , Highest count of claims = ▲ are noted with these symbols, when available.

## Prevention Targets

### Employers

- Keep equipment, especially trailer doors, 5th wheel releases and curtains well maintained.
- Provide drivers with the tools they need to do their job safely – pallet jacks, forklifts, extra workers to help unload. For uneven truck/trailer bed and for delivering to unpaved yards, consider investing in pallet jacks with bigger wheels.
- Encourage early reporting if your employees are feeling pain, before the damage becomes severe.

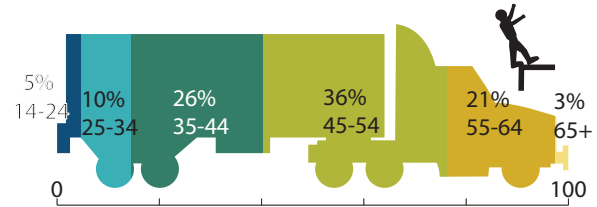
### Drivers

- Use mechanical lifting aids or ask for help.
- Report maintenance issues immediately.
- Report symptoms and injuries to your employer immediately.

- **187 claims**
- **Cost over \$13 million**
- **Over 53,000 days of time-loss**

Drivers had the largest number of fall from elevation compensable claims (82%), followed distantly by material handlers (9%).

**Figure 34. Compensable Claims By Age Group**



**Table 11. Most common fall from elevation by type and source combination of injuries in General Freight, Truckload, ranked by intervention priority.**

Description	PIP Rank
Fall from non-moving vehicle - exiting cab or trailer; fell off wheel or load.	1
Fall from non-moving vehicle - e.g., while tarping load, fell off back of trailer, not while exiting	2
Fall from non-moving vehicle - e.g., slipped off tire, slipped off ramp fell to ground	3
Fall from ladder	4
Fall down stairs	5

\*PIP prioritizes injury types by ranking three important factors and averaging. The PIP ranks the count of injuries, the type (e.g., fall from elevation, struck by), and the number of time-loss days. Highest time-loss = □, Highest medical cost = ○, Highest count of claims = △ are noted with these symbols, when available.

## Prevention Targets

### Employers

- Engineer solutions to prevent the need to climb ladders if possible.
- Make sure to invest in cabs with adequate hand holds so employees don't need to reach across, twist or otherwise enter/exit the cab in awkward angles.
- Provide trailers with handholds (preferable on both sides) to prevent drivers from riding the door down, or twisting awkwardly to grab the side of the trailer to help in their descent.
- Schedule enough time for drivers to do their jobs (e.g. tarping, load securement) so that they don't need to rush.
- Require footwear with good treads.

### Drivers

- Wear proper footwear and check your tread periodically.
- Always use 3 points-of-contact and don't rush on ladders.
- Take the time to perform your job safely.

- 181 compensable claims
- Cost over \$7.8 million
- Resulted in 38,600 days of lost work

Figure 35. Compensable Claims By Age Group

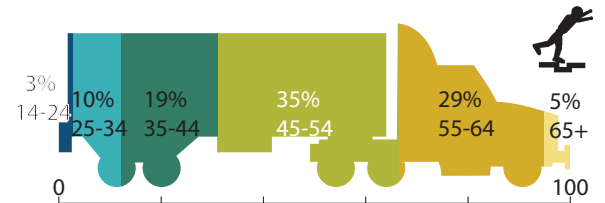





Table 12. Most common falls on same level by type and source combination of injuries in General Freight, Truckload, ranked by intervention priority.

Description	PIP Rank
Fall to ground - e.g., slipped on ice while walking around truck; slipped on fuel spill	1
Fall on the same level - e.g., slipped while in trailer, fell on slippery substance in bay	2
Slips and trips while walking in yard, tripped due to things on the ground, bad housekeeping	3
Slips and trips while on dock or ramp	4
Slipped/tripped on sidewalk, hole in the ground	5

\*PIP prioritizes injury types by ranking three important factors and averaging. The PIP ranks the count of injuries, the type (e.g., fall from elevation, struck by), and the number of time-loss days. Highest time-loss = , Highest medical cost = , Highest count of claims =  are noted with these symbols, when available.

## Prevention Targets

### Employers

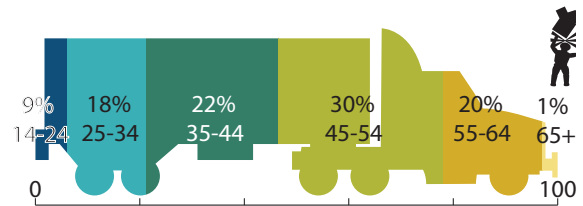
- De-ice yard and walkways frequently during severe weather.
- Install canopies over the bay doors to prevent rain and snow from accumulating in the bay.
- Train workers to walk delivery path at a customer site to limit the risk of tripping over hazards in the yard when their view is blocked by a load.
- Maintain your yard with proper lighting and pothole repairs.

### Drivers

- Don't use your phone or review paperwork while walking. Find a safe place so that you won't be a distracted walker.
- Wear proper footwear and check your treads regularly.
- Report hazards such as potholes.
- If your view will be partially blocked while loading or unloading, then walk the route first to limit the risk of tripping over hazards in the yard.

- **233 compensable claims**
- **Cost almost \$9 million**
- **Over 39,000 of lost work time.**

Figure 36. Compensable Claims By Age Group



Like many other injury types, management occupations are fewer in numbers, but are higher in median claim cost. For struck by or against injuries, management occupations had a median claim cost of \$13,645 with drivers coming in second with a median claim cost of \$7,917.

Table 13. Most common struck by or against claims by type and source combination of injuries in General Freight, Truckload, ranked by intervention priority.

Description	PIP Rank
Stepped on objects on floors, walkways	1
Contact with objects - e.g., slipped and hit hand on landing gear, truck step	2
Struck against object - e.g., putting chains away, stood and hit head	3
Struck against semitrailer/trailer/truck e.g., hit knee climbing into trailer	4
Stepping off truck/trailer landed on rock, twisted - knee or ankle	5

\*PIP prioritizes injury types by ranking three important factors and averaging. The PIP ranks the count of injuries, the type (e.g., fall from elevation, struck by), and the number of time-loss days. Highest time-loss = □, Highest medical cost = ○, Highest count of claims = △ are noted with these symbols, when available.

## Prevention Targets

### Employers

- Develop and monitor a housekeeping policy. A small bit of broken pallet can cause a large and expensive injury.
- Train drivers to safely maneuver around and under their trucks. Provide carpet and tarp scraps for drivers to kneel down beside trailer and truck.

### Drivers

- Watch where you are walking. Keep phone calls, texting or filling out paperwork to times when you are safely in the cab or in a safe spot in the yard.
- Stay out of the way when forklifts are working.
- Request training on how to properly work around and under the truck and trailer.
- Look twice for hazards before stepping out of your cab.
- Wear high visibility clothing.
- Always set your parking brake.

- 152 compensable claims
- Cost \$11.1 million
- Almost 49,000 days of lost work
- Median claim cost for drivers was over \$14,000

Drivers suffered vehicle-related injuries more than any other occupation in General Freight, Truckload, with over 92% of the compensable vehicle-related injuries.

Figure 37. Compensable Claims By Age Group

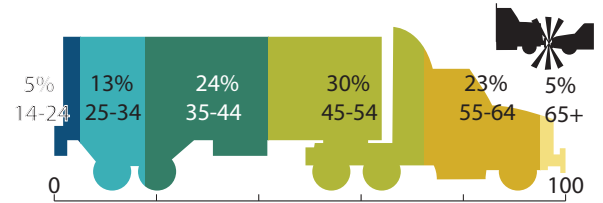


Table 14. Most common vehicle-related claims by type and source combination of injuries in General Freight, Truckload, ranked by intervention priority.

Description	PIP Rank
Highway accident, unspecified	1
Motor vehicle collision, e.g., truck stopped and hit by another car; truck hit stationary object on road	2
Truck ran off highway, no collision	3
Highway collision, e.g., truck swerved to avoid 4 wheeler	4
Semi-truck roll over	5

\*PIP prioritizes injury types by ranking three important factors and averaging. The PIP ranks the count of injuries, the type (e.g., fall from elevation, struck by), and the number of time-loss days. Highest time-loss =  , Highest medical cost =  , Highest count of claims = ▲ are noted with these symbols, when available.

## Prevention Targets

### Employers

- Allow drivers to use sick leave when they need to.
- Monitor dispatching to assure drivers aren't being 'encouraged' to drive beyond hours of service.
- Give drivers enough time to safely complete their work.

### Drivers

- Get plenty of rest. Call in sick when you need to.
- Bring healthy snacks with you so you won't be tempted to choose foods that will make you lethargic. Stay hydrated.
- If stopped on the side of roadway, make sure to properly use flares, cones or other devices to make your truck more visible.
- Leave plenty of room between you and the vehicle ahead of you while on the road.
- Wear your seatbelt.

## General injury prevention

### Employers

- Keep up on preventative maintenance of the trailer door, handles, straps, fifth wheel release and footholds.
- Have a policy and system to report equipment or truck maintenance issues and keep trucks out of use until maintenance is complete.
- Train workers on and enforce that they leave landing gear at the correct height.
- Monitor dispatch to assure drivers aren't being 'encouraged' to drive beyond hours of service.
- Inspect and provide regular maintenance to steps, trailers and material handling equipment.
- Ask workers to share injury prevention ideas.

### Drivers

- Report maintenance issues right away.
- Riding the door does not save you time. Always use 3 points of contact to exit the trailer. Use the strap to close the door separately when you are on the ground.
- Before you exit, look twice for hazards such as debris, ice or water that might make the ground treacherous.
- Use a fist grip instead of the spin technique to crank the landing gear.
- Don't turn your back on traffic when outside the truck.
- When entering/exiting the cab:
  - Use three points of contact
  - Face towards the cab
  - Use the steps, do not jump or slide
  - Check for slippery areas on your steps and the ground below
  - Check for potholes or uneven ground
  - Wear appropriate footwear
- Always wear your high visibility clothing, footwear with good traction and gloves.
- Take time to work safely.



**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](http://www.KeepTruckingSafe.org)