OCCUPATIONAL INJURIES

Figure 3. Depicts number of employees by sector with an accepted, compensable claim per total FTE's reported from 2006-2012.

1 out of every 19 trucking industry employees had an accepted, compensable claim during 2006-2012.

This is more than twice the rate of compensable claims in all other industries.

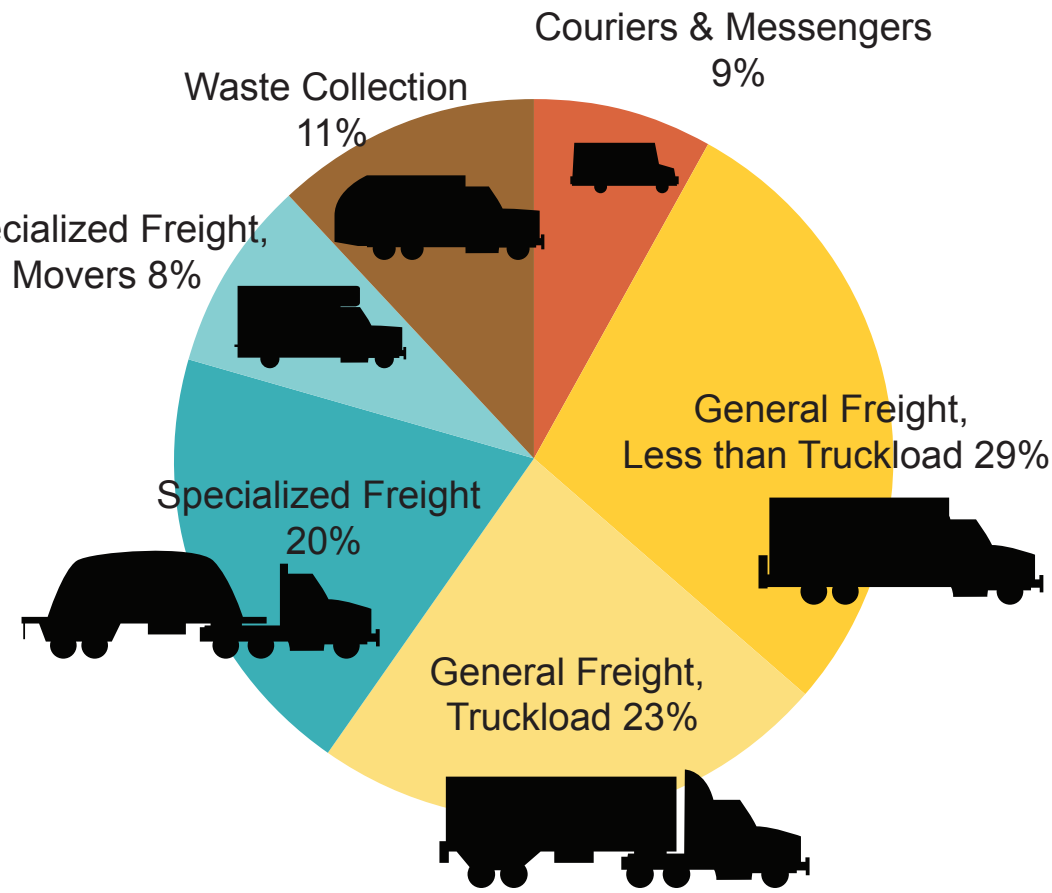
Non-fatal injuries to Washington's trucking industry workforce

For the 33,000 workers employed in the trucking industry each year from 2006 through 2012, there were:

- **6,903 lost work time claims; that's 987 claims per year**
- **1.5 million days of lost work; that's over 8 million hours of lost work or 612 workers not working each year**

The total workers' compensation cost for these injuries was more than $316 million or the cost of an additional lane on Interstate 5 from Seattle to Joint Base Lewis/McCord (approximately 45 miles).*

Figure 4. Percent of compensable claims by trucking industry sector, 2006-2012.



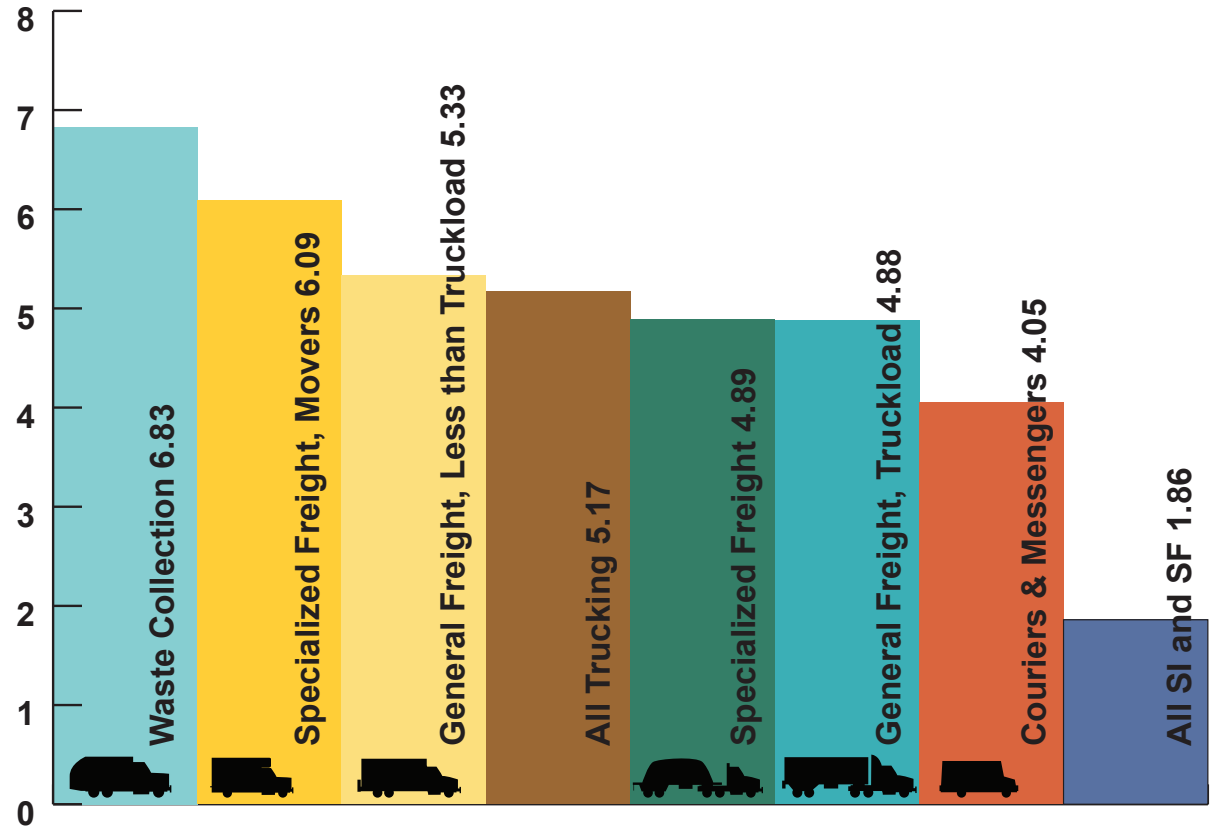
*Calculated using data from American Road & Transportation Building Association. http://www.artba.org/about/transportation-faqs/

Figure 5. Percent of State Fund compensable claims by occupation, 2006-2012.

Drivers make up 73% of compensable claims during the study period (Figure 5).

Figure 6 shows rates of time-loss injury claim rates for each trucking sector. For all sectors combined, 5.2 for every 100 workers were off work 4 or more days due to a work-related injury.

Figure 6. Compensable claims rate per 100 full-time equivalent (FTE) for each trucking sector 2006-2012



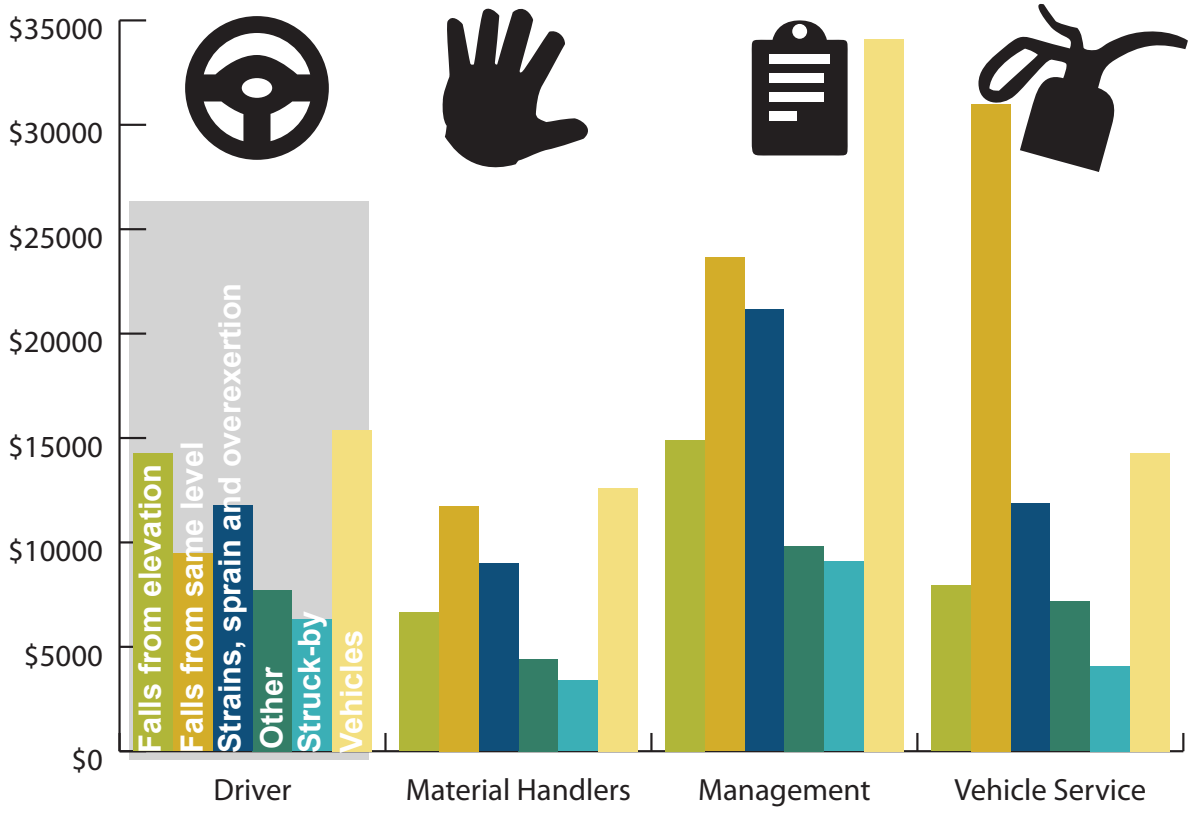
Occupational non-fatal injuries

The highest median costs:

As Figure 7 depicts, management occupations, while having the fewest number of claims, had the highest median costs in vehicle-related compensable claims ($34,110) and strain, sprain or overexertion claims ($21,161).

Vehicle service technicians had the highest median costs in fall on the same level injuries ($31,005).

Figure 7. Median cost of claims by occupation - all trucking sectors, 2006-2012

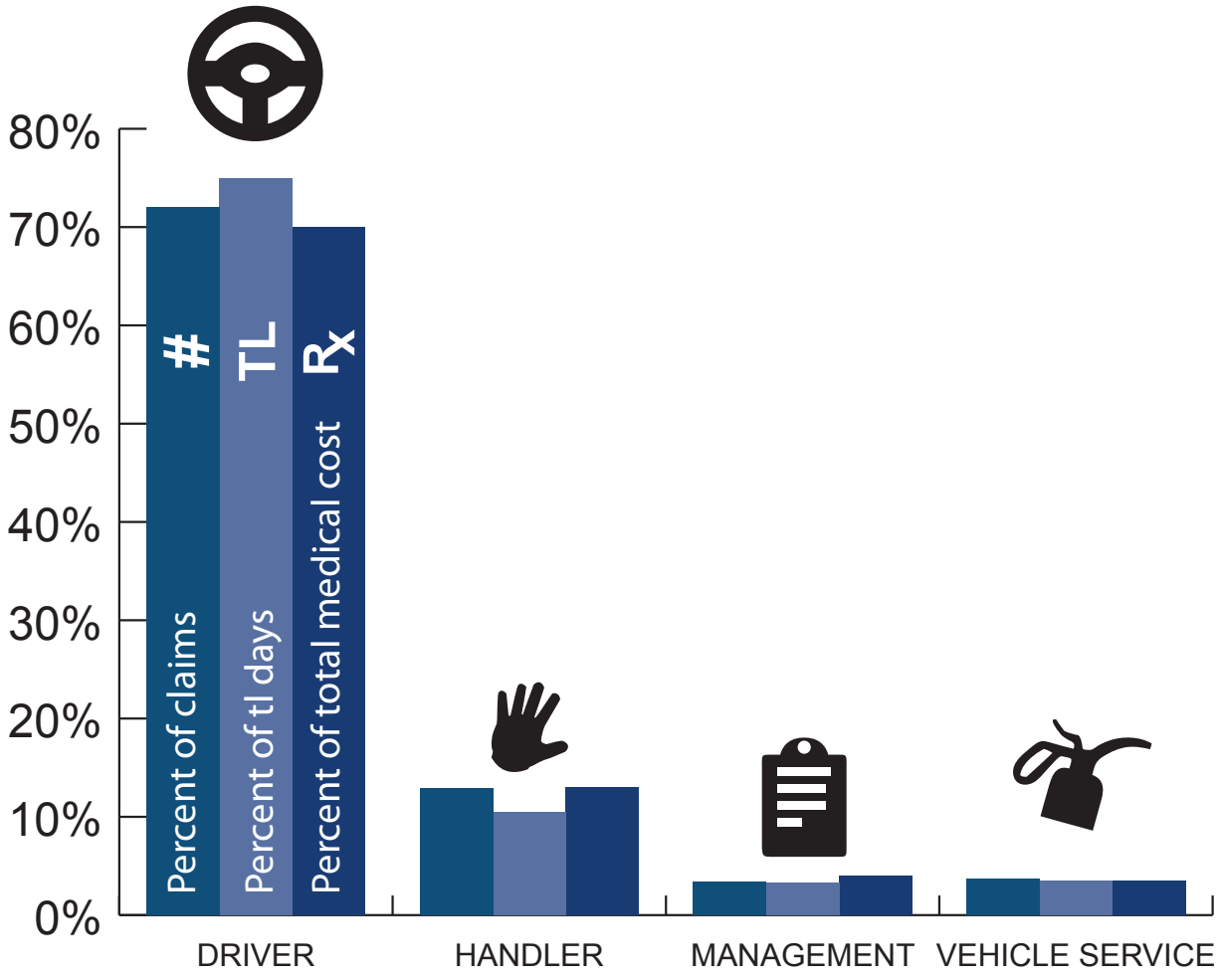


Occupational non-fatal injuries

Who is getting injured?

As Figure 8 shows, over 70% of injuries during this period resulted in injuries to drivers, accounting for over 70% of the cost and over 75% of the time-loss days.

Figure 8. Percent of compensable claims, time-loss days and medical cost by occupation



Type of injuries

The top injury combinations (looking at both injury type and the source of the injury) are:

1. **Overexertion (ranked first in average time-loss days)**
2. **Sprains to knees, shoulders and backs**
3. **Falling which result in sprains or broken bones**
4. **Severe fall from elevation (ranked first in average medical costs)**

TRUE STORIES

Slowly over the years my shoulder has been hurt due to the nature of flatbed tie down work such as tightening down the load with a winch bar.

Bent over to unlatch roll door on trailer and felt stabbing pain.

As I pulled down on back door of the truck, the handle broke and I fell backwards about 5 feet injuring my wrist, elbow, shoulder and hip.

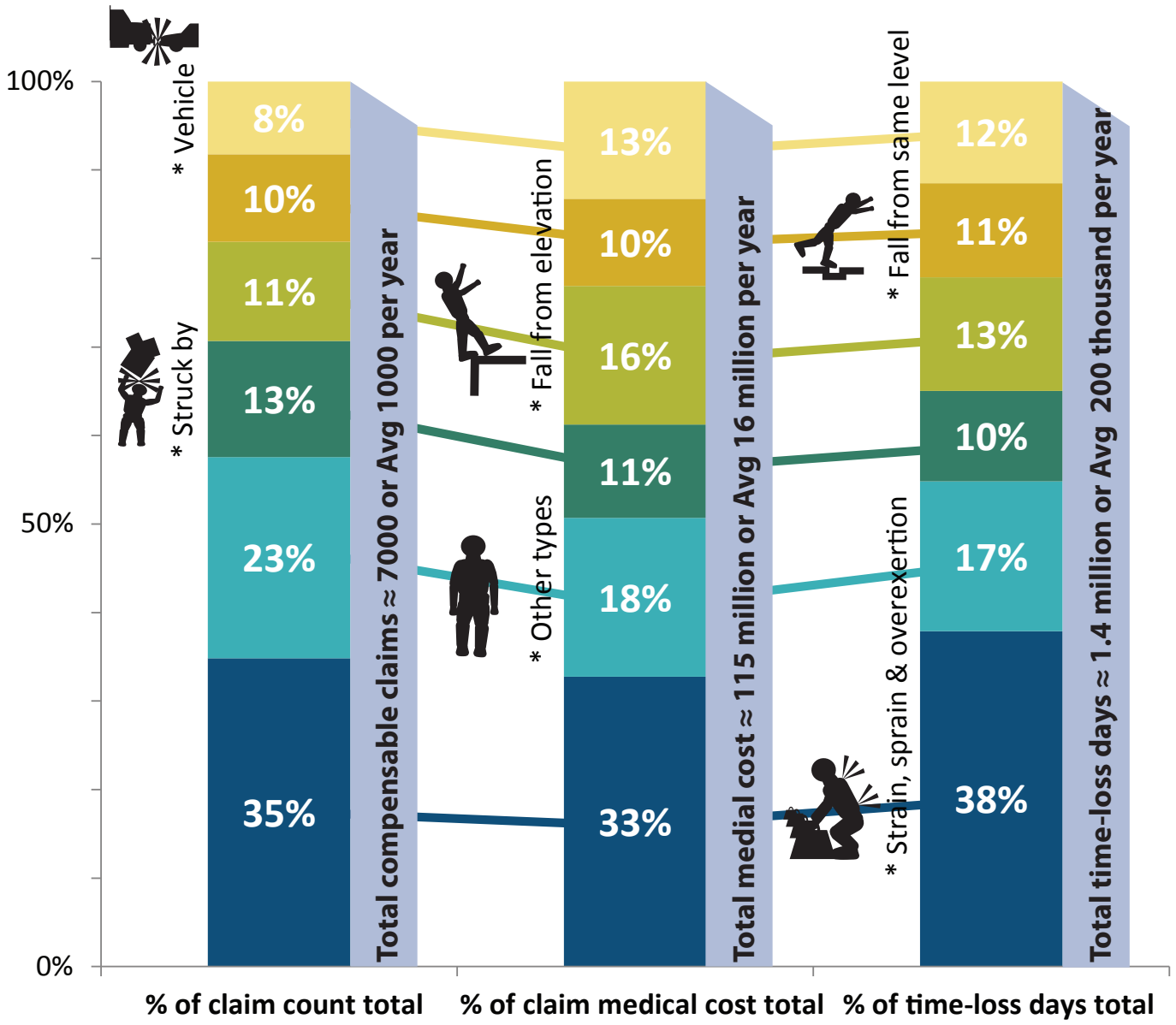
My hand slipped while pulling the 5th wheel and I fell to the ground injuring my hand when I tried to catch myself.

Injury types

Figure 9 depicts the 5 most common injury types by the claim count, medical costs and time-loss days in the Washington trucking industry (State Fund compensable claims).

Strain, sprain or overexertion claims accounted for 35% of claims, 33% of medical costs and 38% of time-loss among all compensable claims in trucking from 2006-2012.

Figure 9. Percent of State Fund non-fatal compensable claims by count, medical cost and time-loss days by type of injury, 2006-2012.



Colors depict different injury types and associated percent of total.

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