

Occupational Motor Vehicle Safety: Southeastern States Perspective

SouthON Meeting
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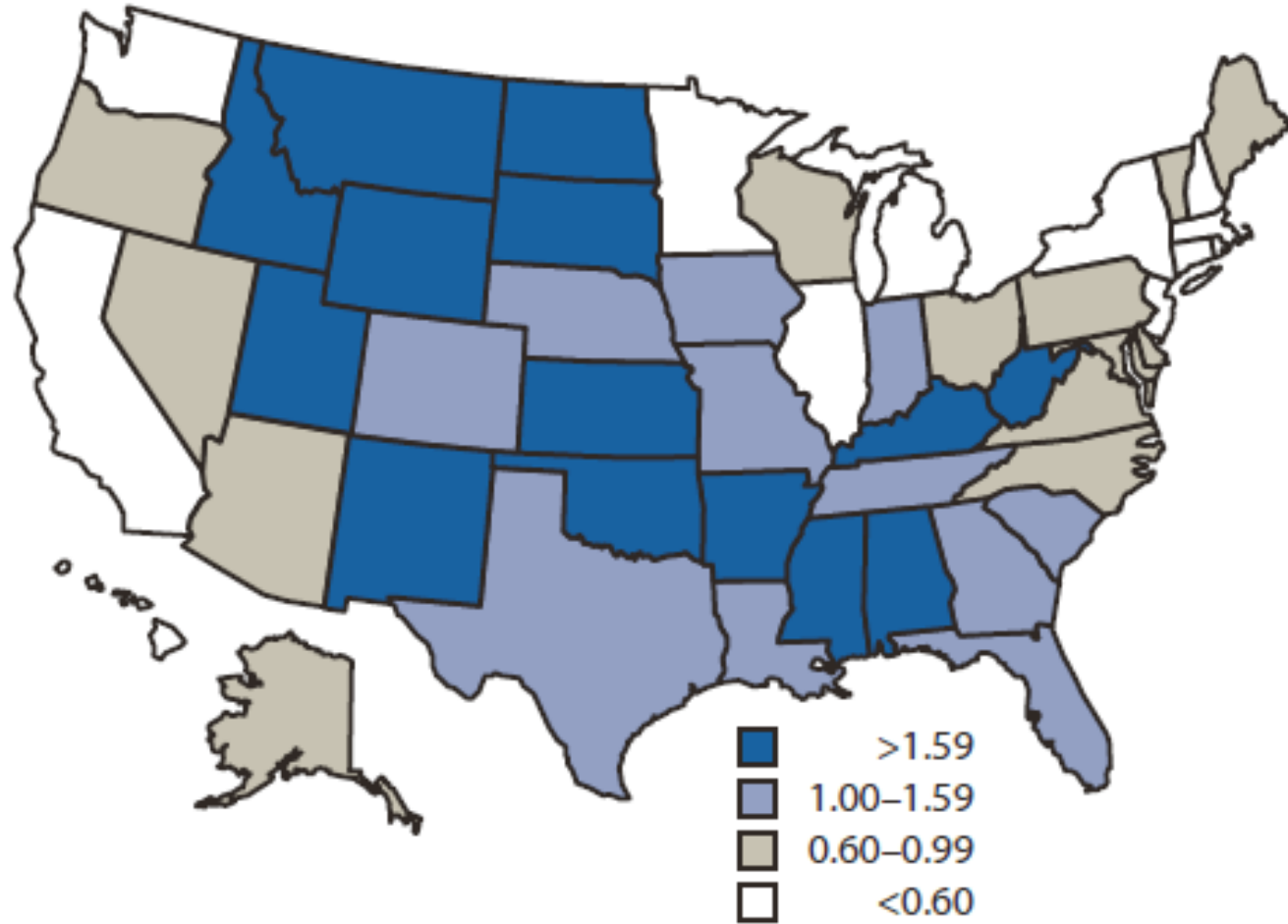


KY Injury Prevention and
Research Center



Fatality Rates for Occupational Highway Transportation Deaths--- US, 2003-2008

Occupational deaths*





Vehicles Involved in Occupational Highway Transportation Deaths---US, 2003-2008

Highway vehicles	854,554,000	7,847
Automobile	---	1,353
Bus	---	85
Motorcycle, moped	---	146
Delivery truck	---	294
Dump truck	---	278
Pickup truck	---	1,187
Semitrailer, tractor trailer	---	2,761
Other or unspecified trucks	---	986
Vans	---	599
Other or unspecified highway vehicles	---	158
All other vehicles	854,554,000	326
Total	854,554,000	8,173



Industries Involved in Occupational Highway Transportation Deaths---US, 2003-2008

Industry sector*	No. of workers in sector (cumulative)†	Highway fatal injuries‡	
		No.§	Rate¶
Agriculture, forestry, fishing, hunting	12,817,000	502	3.83
Logging	650,000	76	11.69
Agricultural and forest services	894,000	50	5.59
Mining	3,914,000	221	5.65
Oil, gas extraction	509,000	29	5.70
Support activities for mining	2,044,000	161	7.88
Construction	63,901,000	871	1.36
Manufacturing	97,719,000	380	0.39
Wholesale	26,583,000	488	1.84
Petroleum products	805,000	69	8.57
Farm supplies	346,000	18	5.16
Retail	98,651,000	418	0.42
Transport, warehousing, utilities	35,034,000	2,776	7.91
Truck transportation	11,797,000	2,320	19.62
Taxi and limousine services	1,365,000	93	6.81
Information	20,036,000	176	0.86
Finance, insurance	41,821,000	70	0.17
Real estate	17,955,000	89	0.50
Professional, technical services	51,304,000	116	0.23
Administrative, waste services	34,700,000	470	1.35
Waste management	2,035,000	172	8.45
Education, health services	115,357,000	221	0.19
Leisure, hospitality	70,247,000	150	0.20
Other services	41,582,000	176	0.40
Government	122,929,000	1,029	0.72
Total	854,554,000	8,173	0.94

CDC Priorities for Motor Vehicle Injury Intervention



- Seat Belts/Child Passenger Safety
- Young Drivers
- Alcohol-Impaired Driving

How can Southeastern State
Occupational Safety and Health
Programs contribute to the
CDC Winnable Battle Initiative?





Kentucky Occupational Safety and Health Surveillance Program

- FACE program funded by NIOSH since 1994
- KOSHS program funded by NIOSH since 2005
- Investigations, Research, and Partnerships



Seat Belts



Investigations

Foreign-Born Semi Driver Dies After Driving Over Embankment: #09KY07



Semi Team Driver Dies After Being Ejected from Sleeper Berth: #09KY081



Commercial vehicle carriers should implement and enforce a workplace policy that requires drivers to wear seat belts while operating a commercial vehicle.

Passengers using the sleeper berth in a moving semi should use the restraint system currently provided by the manufacturer.



Research

Bunn, TL, Slavova S, Robertson, M. Motor Vehicle Collision Injuries in Semi Truck Drivers vs. Passengers in the Sleeper Berth, NOIRS meeting 2011.

A retrospective matched-pair cohort study was performed. The crude relative risk for passengers in sleeper berths to be injured in a motor vehicle collision was 1.31 (95% CI= 1.001-1.702) compared to drivers seated in the driver seat.

Bunn, TL, Slavova S, Struttmann, TL, Browning SR. Sleepiness/fatigue and distraction/inattention as factors for fatal versus nonfatal commercial motor vehicle driver injuries. *Accid Anal Prev.* 2005 Sep;37(5):862-9.

A retrospective population-based case-control study was conducted: driver sleepiness/fatigue, distraction/inattention, ≥ 51 years of age, and nonuse of safety belts increase the odds that a CVC will be fatal. Primary safety belt law enactment and enforcement for all states, commercial vehicle driver education addressing fatigue and distraction and other approaches may decrease the probability that a CVC will be fatal.



Impact

“Team drivers will now use sleeper berth restraint system (mandatory)...Gets your attention”

“I will include sleeper berth safety in all company SOP material”

Primary Seat Belt Law 2006

A hazard alert based on KOSHS and Fatality Assessment and Control Evaluation (FACE) occupational MVC data was distributed to 137 state legislators to educate them on the need for a primary seat belt law



Sleepiness and Fatigue





Informing Transportation Policy

Semi Truck Driver Falls Asleep While Driving, Crashes and Dies: 11KY009



Employers should establish worker safety programs that include recommendations for addressing sleepiness and fatigue.



Potential Impact

Dear Dr. Bunn:

Thank you very much for taking the time to mail me your KY FACE Incident Report 11KY009. Outside mail to federal agencies routinely goes through radiation screening, which unfortunately resulted in most of your attachments becoming literally stuck together. If you are able to resend the material, can you do so by email?

I am very interested in your work at the Kentucky Injury Prevention and Research Center in cooperation with NIOSH. The issue of driver fatigue is of particular concern to us at FMCSA and US DOT, and we welcome “lessons learned” opportunities from reputable research and evaluation centers such as yours.

Again, many thanks and best wishes.

Bill

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Potential Impact (Cont'd)

1. Will you do anything differently in your workplace as a result of this report? 83% yes
2. How will you use this report? 67% will use in worker training or safety meetings
3. Comments
 - “Excellent and relevant report”- H&S Prof.- PI
 - “Makes for a good topic at safety meetings”- H&S Prof- PI
 - “Will be sure to train ALL employees about the dangers of fatigue driving”- Owner- PI
 - “will enforce driver safety of CMV”- Manager- PI



Alcohol-Impaired Driving



Investigations

Team Semi Driver Dies after Rig is Struck by Impaired Driver: 07KY091



Underage drivers convicted of driving under the influence should be required to have an ignition diversion interlock device installed on their vehicle.

Solid Waste Driver Dies After Single Vehicle Rollover: 08KY074



Companies with remote drivers should implement a supervisory system to oversee drivers on a daily basis.



Impact

Remote Driver Communication

Based on a recommendation to establish daily contact with remote drivers (08KY074), a solid waste collection company now requires daily contact with each driver whose commute is an hour or more a day. For drivers who commute less than an hour, they are required to report to the dispatch office for visual contact.

Ignition Interlock System

Based on a report involving a drunk driver hitting a semi killing the driver in sleeper berth, Mothers Against Drunk Driving in Kentucky is using the recommendation to promote driver ignition interlock system for repeat drunk driving offenders.

KY Transportation Cabinet has received copies of the fatality reports in support of the ignition interlock bill that has been submitted twice



Potential Collaborative Occupational Motor Vehicle Collision Research in the Southeastern Region

- Descriptive study on large truck collisions in the southeastern region (fatal and nonfatal)
- Large truck fires in the southeastern region
- Trauma response to large truck fires in southeastern region