flammable sealants; lack of union penetration in the industry; lack of government oversight; and the absence of accurate, usable information about the hazards for consumers, contractors, and workers. The hardwood floor refinishing industry is dominated by Vietnamese small contractors in Boston, accounting for 127 of 144 registered businesses. Many other contractors may be unregistered. Vietnamese contractors dominate the industry in other cities as well. In the Boston area, a response has been mounted to prevent similar tragedies in the future. Community-based organizations, advocacy groups, community-based health centers, legislators, and government agencies have worked together on prevention steps. Legislation has been filed calling for licensure of floor refinishers. The Massachusetts Department of Public Health is collaborating with the Fire Marshall's office and nongovernmental organizations to promote the use of safer and healthier floor finishing products, ensure the development and distribution of information in Vietnamese for the contractors and their employees, and provide information for home owners about product selection.

39.
OFFICE HAZARDS INCREASE AS EMPLOYEE DENSITY INCREASES.

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The Congressional Office of Compliance is obligated to conduct a biennial safety and health inspection of all Legislative Branch facilities once every ongressional session. A major portion of this space consists of offices for members of congress. Since no new office space has been constructed on Capitol Hill since the opening of the Hart Senate Office Building in 1987, members of congress must cram new employees into existing space when they increase the size of their staffs. As a result, individual work space gets smaller and (1) employees resort to using extension cords and daisy chaining power strips, (2) fire safety egress issues surface as walkways are made too narrow and exit corridors were not designed for the occupant load, (3) storage space is at a minimum and combustible materials are stacked above sprinkler heads,)4) indoor air complaints increase as carbon dioxide levels increase, (5) lack of swing space results in construction activity occurring in office work areas where lead and asbestos abatement activities are ongoing, and (6) training requirements in emergency response are elevated due to high employment turnover. In order to combat these problems careful planning, coordinating, communicating, and monitoring must occur.

40.
IDENTIFICATION OF RISK FACTORS LEADING TO INJURIES AMONG PACKAGE DELIVERY DRIVERS.

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The objective of this study was to determine risk factors for injuries to package delivery drivers. The courier industry is the fourth largest of the 10 segments of the transportation sector of the national economy. The rate of occupational injury and illness in the courier industry (12.8 per 100 FTE workers in 2003) was the highest of any segment of the transportation sector and 2.6 times the private sector rate. The days-away-from-work case incidence rate (5.8) was tied with air transportation as the highest in the sector and was 3.9 times the private sector rate. Detailed data analyses were conducted to determine priority injury problems and related factors. The Bureau of Labor Statistics' Census of Fatal Occupational Injuries (CFOI) and Survey of Occupational Injuries and Illnesses (SOII) provided descriptive case and demographic data on fatal and nonfatal work-related injuries in the courier industry

for 2003. The National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS) and General Estimates System (GES) provided detailed data for 2003 on the circumstances of fatal and nonfatal highway crashes involving step vans and walk-in vans. The leading causes of the estimated 22,410 injuries involving days away from work in the courier industry were overexertion (35.5%) and contacts with objects (19.2%) (SOII). On the other hand, almost 90% of 17 fatal injuries in 2003 resulted from highway crashes (CFOI). In 63.2% of the 4,175 nonfatal highway crashes, the van was the striking vehicle (GES). Of the 98 fatal crashes, 71.4% were collisions with another vehicle in transport, 10.2% were fixed-object collisions, and 10.2% were pedestrian collisions (FARS). Outcomes of this study will be combined with focus group studies to develop focused research hypotheses on the most significant variables contributing to manual materials handling and motor vehicle incidents.

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