



Safety Material for the Trucking Industry
December 2019

Put a Freeze on Injuries

Loading docks and terminal yards can be dangerous places at any time of the year. The combination of trucks, forklifts, ledges, steps, stacked freight, pallet debris, rollup doors, and pedestrians increases the risk of struck-by and slip, trip, and fall injuries. When you throw winter weather into the mix, the risk can get even worse. Snow, ice, sleet, mud, and rain reduce traction. Less sunlight, fog, and road salt create visibility problems. Employees may be rushed to meet the increased demands of holiday shipping. These conditions make injury prevention seem impossible, but it is achievable.



Tips to live by.

Knee Deep in Pain

A 46-year-old truck driver suffered a bad knee sprain after slipping off an icy trailer ladder.

It was a cold, wet winter day, and the driver was working alone in the terminal yard. He was a new employee, hired to drive a tractor with an open double-deck car carrier trailer. The trailer had several metal ladders fixed to its sides for the driver to reach the upper deck.



Tips to live by.

It Pays to Stay

The Washington State Dept. of Labor & Industries' Stay-at-Work Program pays employers to keep injured workers on the job. That's right, it reimburses employers for some of the costs of getting the worker quickly and safely back to work in a temporary, light-duty job. Workers' compensation claim costs add up fast when an injured

worker misses months of work or separates permanently. The company loses an experienced worker and must then pay the costs of hiring and training a replacement. The injured worker loses 30-40% of their regular pay, a financial downturn that can cause serious emotional stress. The longer the worker is away from work, the more likely they are to become permanently separated.



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EDUCATION & TRAINING

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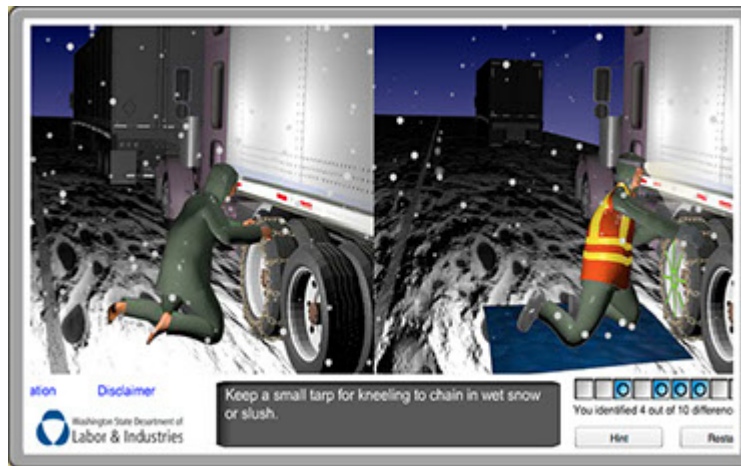
Why Have a Safety Program



Slips, trips and falls are a major cause of injuries in the trucking industry. The correct amount of friction prevents these injuries. Friction can be measured using the 'Coefficient of Friction (CoF)', which is proportional to grip between your shoes and walking surface. Friction changes with environment and contaminants, type of shoes and task activities.

[Test your skills](#)

Chaining Up



The first driver seems to have forgotten how to safely chain his tires. Find and click on the safety measures the driver is using!

[Try our training tool](#)

More Training Simulations

MOST COMMON INJURIES

[Slips, trips, falls](#)

[Strain & sprains \(musculoskeletal disorders\)](#)

[Getting struck by or against an object](#)

Hazard Prevention Tools



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BLOG



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The Trucking Injury Reduction Emphasis (TIRES) project was developed by the Safety and Health Assessment and Research for Prevention (SHARP) program of Washington's Department of Labor & Industries.

The Trucking Injury Reduction Emphasis (TIRES) project team and the TIRES steering committee are working with the Washington State trucking industry to identify causes for the most frequent injuries to develop effective strategies for preventing them. Free safety training materials are available at KeepTruckingSafe.org.

The TIRES steering committee is made up of a diverse group of professionals that includes: drivers, safety people from large and small trucking companies, labor and business associations, insurers and a representative from a publicly funded truck driving school.

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