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**Safety Material for the Trucking Industry**  
December 2020

## Test Our New Safety Program Tool!



Want to help test a new, state-of-the-art tool that's designed to improve truck driver safety? The Trucking Injury Prevention Emphasis (TIRES) project is seeking a few small to medium-sized local and regional trucking companies to test a beta version of the TIRES Safety Program Development Tool. The tool will be available for testing starting in January 2021. As a tester, you will simply try the tool, review the safety program it creates for you, and then let us know about your experience. All you need is a Google Chrome internet browser, a printer, and a few minutes to enter some basic company information, the tool will do the rest. Your responses will help us improve the tool before releasing a final version. Please click [here](#) to read an overview of the tool and then fill out this short [questionnaire](#) so we can contact you.

Thank you,

The TIRES team

## Three-Pointers Get Wins

The basketball court isn't the only place where three-pointers help you win big! Using three points of contact when entering or exiting step van delivery trucks is always a winning play to help prevent falls.



[Click here to learn more](#)

## Drowsy Driving is Dangerous Driving

The last thing a truck driver needs is to doze off while at the wheel. Drowsy driving creates a dangerous collision course with injury and death. When driving at 60 miles per hour, each second a rig covers the length of a basketball court—that's nearly 100 feet. Drowsiness affects a driver much like alcohol and drugs. It slows overall reaction time because of reduced hand-eye coordination, vision, judgement and situational awareness. Nodding off for just a second or two can end in a deadly crash.



[Tips to live by](#)

## Keep the Holidays Happy, Look Out for Drunk Drivers

Although fewer vehicles are on the road due to COVID-19 restrictions, the risk of drunk driving crashes during the holidays remains high. This is because the holidays are historically a time that sees an increase in drunk driving, which kills around 300 people each year between Christmas and New Year's Day. According to the Washington State Traffic Safety Commission, nearly half of all traffic deaths in Washington involve an impaired driver, and around 100 people are arrested for impaired driving each day between Thanksgiving and New Year's.



[Continue reading](#)

## EDUCATION & TRAINING

*If you're experiencing issues with Internet Explorer or Chrome, try a different browser like Firefox, Opera, Edge etc..*

### Workplace Hazard Reporting and Response System



This training tool will teach you what a workplace hazard reporting and response system is and the importance of having one. This system is used to gather and document information to improve hazard identification, assessment, elimination, and control.

[Try our training tool](#)

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### What is a Safety Committee?



This training tool will teach you what is a safety committee and the importance of having one. The safety committee has a mission to promote a safety culture within the company and it's achieved by providing training to management, supervisors and employees.

[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



TWITTER



BLOG



YOUTUBE

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](http://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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