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## SAFETY BULLETIN



# Tractor-trailer drivers

- Account for 1 out of every 6 workers killed on the job
- 3X more likely to experience nonfatal injuries and illnesses

Source: Bureau of Labor Statistics

## Driving a Truck is a Dangerous Job!

*When you think of dangerous jobs, what comes to your mind? Police officers, firefighters and construction workers might top the list for most people. Tractor-trailer truck drivers probably don't come to mind, but [Bureau of Labor Statistics data](#) show that driving a truck is risky in ways you might not expect.*

**For example:**

- One out of every six American workers killed on the job is a tractor-trailer truck driver.
- In 2014 alone, 761 tractor-trailer truck drivers were killed while working, which also marks the fifth year in a row that the number of truck driver fatalities has increased.
- The vast majority of these deaths, 78 percent, were caused by transportation incidents.

Heavy and tractor-trailer truck drivers also have the highest number of nonfatal injuries and illnesses that require days off from work across all occupations (a total of 55,710 in 2014). They rank 6<sup>th</sup> among the top occupations with highest incidence rates of nonfatal occupational injuries and illnesses involving days away from work, after police officers and sheriffs, firefighters, highway maintenance workers, correctional officers and nursing assistants. Another way to look



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### Register Now for the 2016 Idealease / NPTC Safety Seminar

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2016. The one day seminar this year will focus on the new Electronic Logging Device (ELD) regulation, basic safety and compliance, regulation changes and CSA. In addition, this year attendees will receive the mandatory two hour Drug and Alcohol supervisor training as part of the seminar. The seminars and will be provided to all Idealease customers, potential customers and

at this statistic is that truck drivers had nearly one out of every 20 injury and illness cases nationwide that needed time off work to recover.

In fact, tractor-trailer truck drivers are three times more likely than the typical American worker to have an injury or illness that required days off from work.

The injuries that are most likely to cause them to miss work result from slips, trips and falls, followed by overexertion. And just how do workers driving tractor-trailer trucks overexert themselves? Pushing and pulling containers; lifting heavy items while loading and unloading the truck; and getting in and out of such a large vehicle routinely are all ways that drivers can easily overdo it on the job.

Among all occupations, tractor-trailer truck drivers also ranked No. 3 on the list of workers suffering from musculoskeletal disorders (injuries or disorders of the muscles, nerves, tendons, joints, cartilage, or spinal discs) that required days off from work in 2014. Overexertion, including repeatedly getting in and out of the truck and assisting with loading and unloading, and prolonged sitting and maintaining the same position (sometimes with poor posture) while driving the truck, are all causes.

And when truck drivers get hurt on the job it takes them longer to recover. Half of all truck drivers required at least 20 days away from work after an incident before returning, compared with all other occupations in which half of all workers returned to work within nine days. Among tractor-trailer truck drivers who had to take days off work due to being injured, 42 percent missed more than a month (31 or more days) of work.

The Transportation Department's [Federal Motor Carrier Safety Administration](#) is charged with reducing the number and the severity of crashes involving large commercial trucks and buses out on our nation's public highways and roads. In addition to its regulatory oversight of commercial motor carriers, FMCSA has online resources to help everyone share our roadways safely. FMCSA's safety education program for all vehicles, and including bicyclists and pedestrians, is called "[Our Roads. Our Responsibility.](#)"

More information about [preventing musculoskeletal disorders](#) in the workplace is available from our Occupational Safety and Health Administration. Data about work-related fatalities, injuries and illnesses can be found on the [Bureau of Labor Statistics website](#).

We hope that this kind of detailed information will help employers improve conditions for tractor-trailer drivers, as well as empower workers with knowledge about the hazards they're likely to encounter.

If you have questions or need additional information about this data, please [contact us](#).

*Sean Smith and Patrick Harris are economists at the Bureau of Labor Statistics. BLS employees Nicole Nestoriak and Erin Huband also contributed to this post.*

## FMCSA Seeks input for Pilot Program allowing Military Heavy Vehicle drivers to operate Commercial Motor Vehicles in Interstate Commerce

As required by the Fixing America's Surface Transportation (FAST) Act, the Federal Motor Carrier Safety Administration (FMCSA) is proposing a three-year pilot program which allows a limited number of individuals between the ages of 18 and 21 to operate commercial motor vehicles in interstate commerce if they received specified heavy-vehicle driver training while in Military service and are sponsored by a participating motor carrier.

NPTC members at no charge. The seminar provides important information applicable for both the novice and experienced transportation professionals.

[Click Here](#) to register

### 2016 Idealease Safety Seminar Schedule:

September 20	Lafayette, IN
September 21	Santa Fe Springs, CA
September 22	Santa Barbara, CA
October 4	Green Bay, WI - <b>SOLD OUT</b>
October 4	Erie, PA
October 5	Butler, PA
October 5	Columbia, SC
October 6	Cleveland, OH
October 12	Chicago, IL

FMCSA is also proposing criteria for a working group to consult with the Agency in conducting, monitoring, and evaluating the pilot program.

The Agency seeks public input during the next 30 days on the pilot program as well as outlined procedural steps and a data collection plan.

[Click here](#) to read the Federal Register notice and provide comments.

Comments and data received from the public will be used to further develop the program.

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## Our Roads, Our Responsibility



The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) announced the launch of its new safety-focused campaign, "Our Roads, Our Responsibility," to raise public awareness about how to operate safely around large trucks and buses, or commercial motor vehicles (CMVs).

"Trucks and buses move people and goods around the country, contributing to our economic wellbeing and our way of life," said U.S. Transportation Secretary Anthony Foxx. "These commercial vehicles also carry additional safety risks, so it's critical that all road users understand how to safely share the road."

Nearly 12 million CMVs are registered to operate in the United States, and in 2014, drivers logged around 300 billion miles on the nation's roads. Large trucks and buses have significant size and weight differences, large blind spots, longer stopping distances, and limited maneuverability, which present serious safety challenges for bicyclists, pedestrians, and drivers of passenger vehicles.

"Our Roads, Our Responsibility supports our agency's core mission of reducing crashes, injuries, and fatalities involving commercial motor vehicles on our roadways," said FMCSA Administrator Scott Darling. "Roadway safety is a shared responsibility, and this initiative encourages everyone who uses our roads to be champions for safety. We look forward to working with all our partners to raise awareness around this issue."

***Under the Our Roads, Our Responsibility campaign, FMCSA suggests the following tips while sharing the road with CMVs:***

- Stay out of the "no zones" or blind spots around the front, back and sides of the vehicle

- Pass safely and make sure you can see the driver in the mirror before passing
- Don't cut it close while merging in front of a CMV
- Anticipate wide turns and consider larger vehicles may require extra turning room
- Stay focused on the road around you and avoid distraction
- Be patient driving around large trucks and buses

Visit [ShareTheRoadSafely.gov](http://ShareTheRoadSafely.gov) for additional information, including safety tips, statistics, infographics, and more.

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## Operation Safe Driver Week is Oct. 16-22

On August 2, 2016, the Commercial Vehicle Safety Alliance (CVSA) announced that its 2016 Operation Safe Driver Week would be held during Oct. 16-22, 2016. During this event, law enforcement agencies throughout North America will engage in increased traffic safety enforcement and education that will be focused on at combating unsafe driving behaviors by commercial motor vehicle (CMV) drivers and passenger-vehicle drivers.



The CVSA holds Operation Safe Driver Week in partnership with the FMCSA. It is supported by industry and transportation safety organizations, and aims to reduce the number of crashes, deaths and injuries involving large trucks, buses and cars due to unsafe driving behaviors.

**Some unsafe behaviors that enforcement will be tracking throughout the event include the following:**

- Speeding
- Failure to use a seatbelt while operating a CMV or in a passenger vehicle
- Distracted driving
- Failure to obey traffic control devices
- Traveling too closely
- Improper lane changes

According to the CVSA, unsafe driver behavior by CMV drivers and passenger-vehicle drivers continues to be the leading cause of crashes. The Federal Motor Carrier Safety Administration's (FMCSA) "Large Truck Crash Causation Study" cites driver behavior as the critical reason for more than 88 percent of large truck crashes and 93 percent of passenger-vehicle crashes.

For additional information:

<http://www2.idealease.com/e/36492/programs-operation-safe-driver-/53vpsw/525625400>

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## CVSA's 2016 Brake Safety Week is Sept. 11-17

During the week of Sept. 11-17, 2016, law enforcement agencies across North America will conduct inspections on large trucks and buses to identify out-of-adjustment brakes, and brake-system and anti-lock braking system (ABS) violations as part of the Commercial Vehicle Safety Alliance's (CVSA) Brake Safety Week, an annual outreach and enforcement campaign designed to improve commercial motor vehicle (CMV) brake safety throughout North America. Brake Safety Week is part of the [Operation Airbrake](#) program sponsored by CVSA in partnership with the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA).

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