

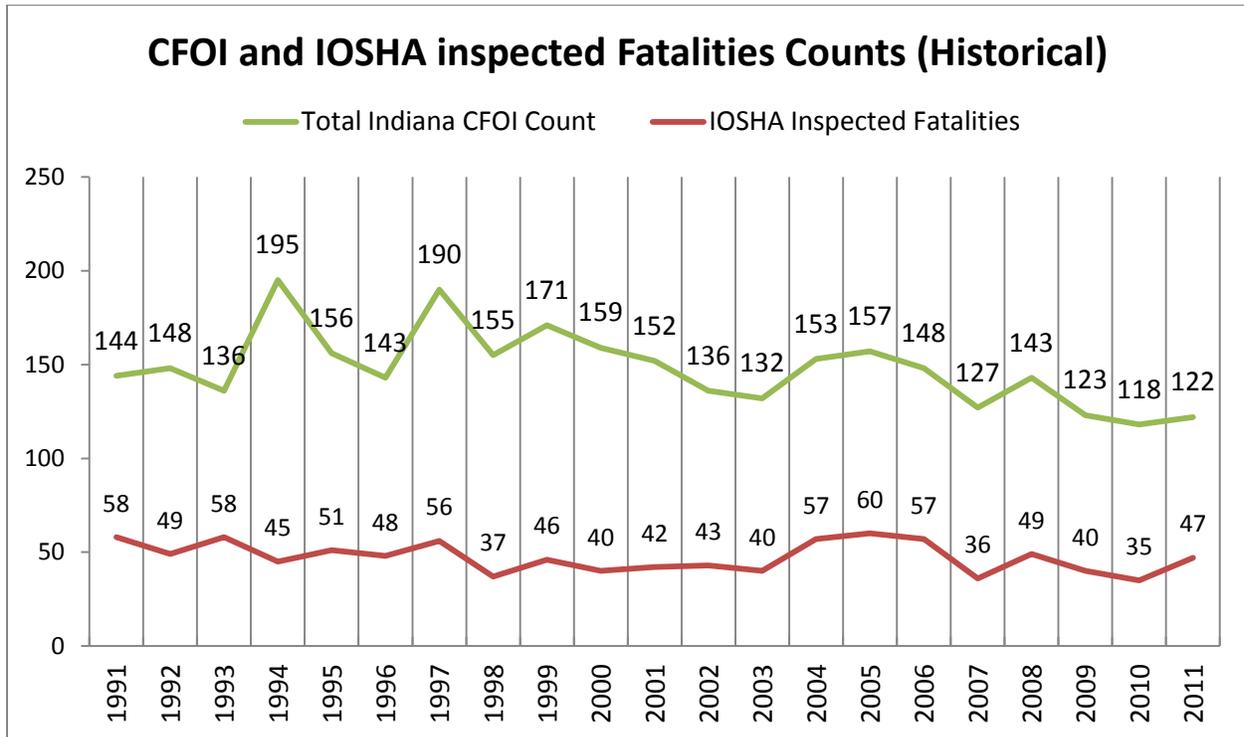
Press Release Information and Preliminary Analysis:
Census of Fatal Occupational Injuries

Division of Quality, Metrics and Statistics
Indiana Department of Labor

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Overview



What is the Census of Fatal Occupational Injuries?

The Census of Fatal Occupational Injuries (CFOI) is the official federal count of workplace fatalities in the United States and its territories. CFOI is administered by the Bureau of Labor Statistics (BLS), a part of the U.S. Department of Labor. The census is limited to fatal injuries and does not count deaths from non-work sources (like heart failure without work related stress). Indiana participates in the collection of the data through a federal grant and with Indiana tax dollars. The census is conducted by the Division of Quality, Metrics and Statistics (QMS) at the Indiana Department of Labor (IDOL). Because Indiana elects to perform the survey, rather than simply subscribe to the federal Government’s survey, we have access to state level data not enjoyed by other, non-participatory states.

IDOL investigates each death from work-related injuries in a Hoosier workplace, on the highway, in the fields, on the shop-floor, or in the office. Taking these original results, we apply rigorous criteria to determine the standard place, cause and status of each suspected death to develop one clear and clean list of those persons whose life ended at work and as a result of their work activities. For a fatality to be included in the census, the decedent must have been employed at the time of the event, engaged in a legal work activity, or present at the site of the incident as a requirement of his or her job. Fatalities that occur during a person’s normal commute are excluded from the census.

The fatalities are counted and summarized in several ways by BLS. We review them primarily by the industries in which they occur. This is done by a system set up by the United States’, Mexican and Canadian governments for industries called the “NAICS” codes (North American Industry Classification System). These codes are used to define all businesses on the continent with respect to their primary

activity. We also look at the major events of workplace fatalities, whether they are transportation related incidents, falls, or contact with equipment or toxic substances among others. Our analysis also divides the events by the sex, age and racial demographics of workplace fatalities.

How many fatalities were there in Indiana during 2011?

In 2011 the Indiana Occupational Safety Administration (IOSHA) investigated 47 fatalities while CFOI reported a preliminary number of **122 fatalities**. The CFOI count is one of lowest reported by the CFOI since its inception in 1991. However, that number is up from the 115 preliminary number of 2010, and from the final 2010 number of 118. The discrepancy between the IOSHA and CFOI numbers is normal considering the limited jurisdiction of IOSHA. The CFOI number includes data for all fatal work injuries, whether the decedent was working in a job covered by IOSHA or other federal or state agencies or was outside the scope of IOSHA regulatory coverage. The increase in occupational fatalities was 3.3%, and is in part the effect of a nearly 2% increase in Hoosier employment over the past year.

There are many factors that contribute to the overall fatality rates in Indiana. New safety measures, new laws, and the enforcement of safety regulations and practices contribute in part. Historically, Hoosiers have found their workplaces safer than in the past, and in general, the trend is toward fewer workplace deaths, although the random aspect of these incidents cannot allow us to predict constant and equally significant progress.

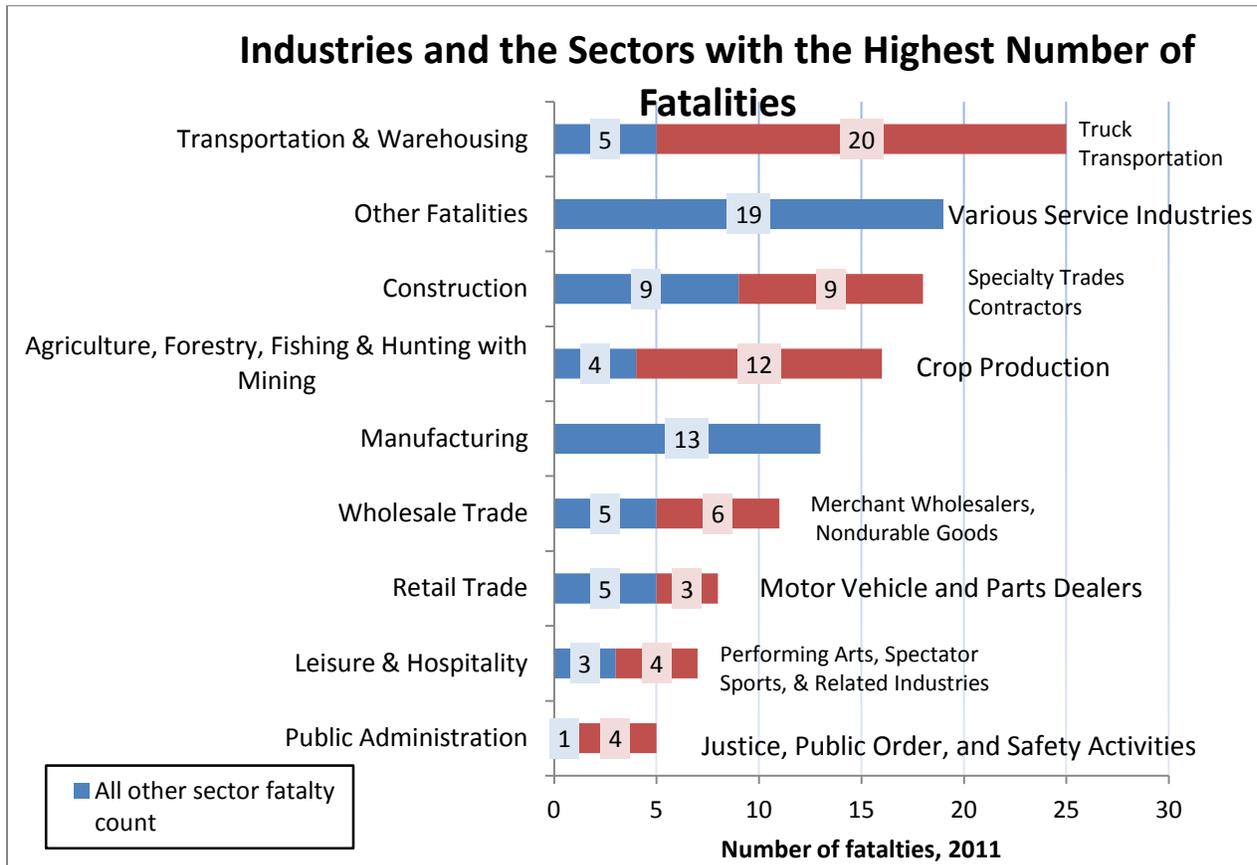
Which Indiana industries have the most fatalities?

The **Transportation and Warehousing** industry, as defined by the NAICS coding system, suffered 20% of the fatalities, most occurring in the **Truck Transportation** industry. This is followed by the **Construction** industry with 15% and **Agriculture** (combined with related industries) with 13% of fatalities. In the chart on page 4, the "Various Service Industries" category includes many service industries in which there were not enough fatalities to include the number and maintain anonymity for the decedents (BLS errs in favor of the privacy of the decedent when releasing data). Historically, **Transportation & Warehousing** has been included as the most probable industry for fatalities. This is because of the large number of deaths from vehicular accidents.

Manufacturing was one of several Hoosier industries in which fatalities declined last year: from 14 to 13. The 13 deaths were spread across the gamut of sub-industries. In 2010, **Manufacturing** contributed 11% of all Hoosier workplace fatalities or about the same share of the total as in 2011.

One encouraging aspect of the data is an overall fatality decrease in "Goods-Producing" industries (**Agriculture, Mining, Construction and Manufacturing**), from 54 in 2010 to 46 in 2011 in private industries. Two cases in 2011 occurred in the public sector, making a total of 48. Still, there was an increase in the overall fatalities from work in the state. With 107,000 employees and operatives, **Transportation and Warehousing** contributed 25 of the total 122 fatal injuries at work in 2011, up from 16 in 2010. Many of the injuries were on the road (36) and involved commercial trucks (34). We will see in the next section on goods producing industries that those who labor to provide others with products

are exposed to more workplace fatal dangers than everyone else in the workforce, except for transportation workers.



Some service industries that often have no fatal injuries appeared in this year’s census. Since these were one or two in a sector, we have summarized them as “Various Service Industries.” This is a significant finding, and accounts for about 16% of the total fatalities in 2011 (19 of 122). The rise in **Service Providing** industry fatalities was significant (up 13% from 2010).

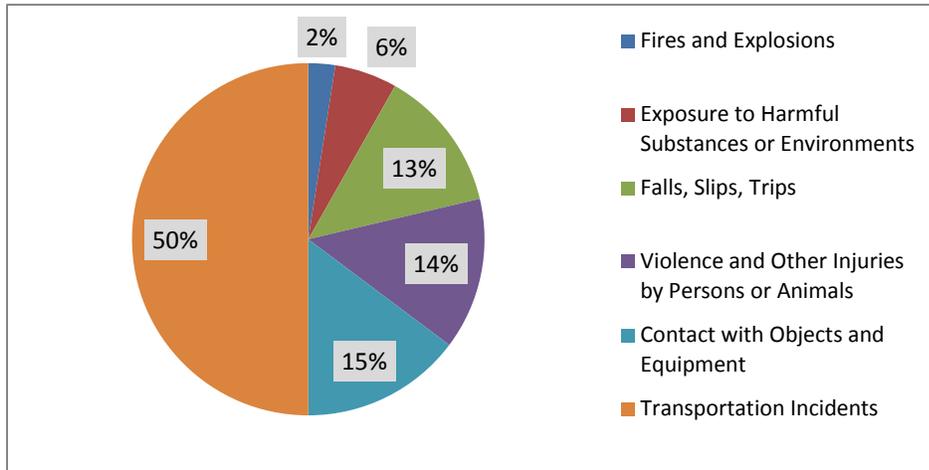
What changes were there from 2010 by industry?

Changes in how Hoosier workers died while working happened in many occupations and in the manner those deaths occurred. In **Agriculture** (with **Mining** and related industries), there was a drop of 33 percent (24 in 2010 to 16 in 2011). Crop Production decreased significantly (from 16 to 12, or by 25 percent). Construction deaths increased slightly (from 18 to 19), with a decrease in the Construction of Buildings (from 5 to 2).

Large increases were discovered in service industries, which include transportation. An overall private sector increase from 2010 (61 deaths) to 2011 (67 deaths) resulted in a 9.5 percent increase in fatalities in this sector. **Wholesale Trades** (**Grain Merchants**, **Wholesale Warehousing** and **Recycling**, among others) increased from 4 to 11 fatal injuries between 2010 and 2011. **Retail Trade** increased from 7 to 8 fatalities (14 percent). **Truck Transportation** fatalities increased by 54 percent (13 to 20). Non-

transportation services overall saw a slight decrease in workplace fatalities (from 50 to 49 in 2011). In a big change, **Healthcare and Social Services** and **Educational Services** combined reported only one death from work injuries in 2011, compared to 14 in 2010.

How were Hoosier Workers killed?



A preliminary look into the causes of workplace deaths helps illuminate the most risky actions within the course of our work place activities. The simple answer: driving. Of the 122 workplace deaths, exactly half of them involved **Transportation Incidents** (61).

Contact with Objects or Equipment was the second most common event (at 18 occurrences).

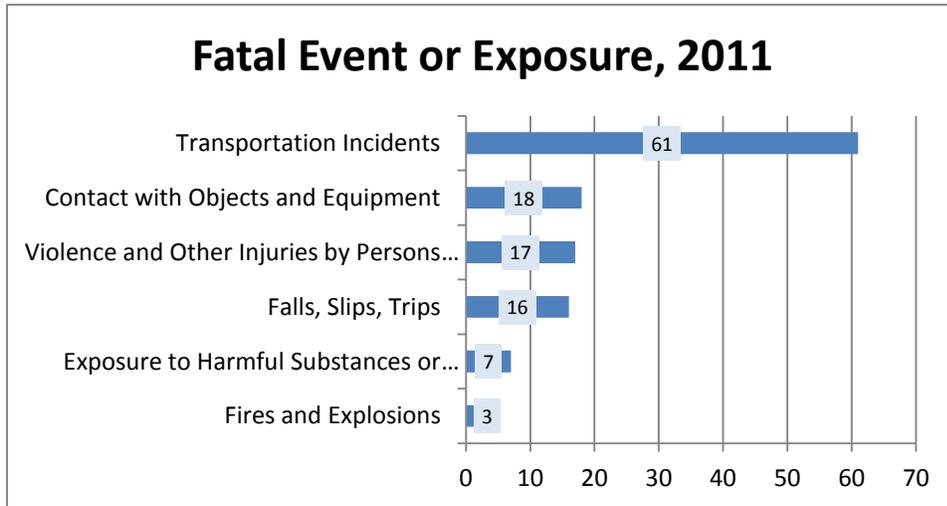
Workplace Violence accounted for the deaths of 17 Hoosiers, and is the subject of an initiative to alert workers and management in late night retail to counter increases in past years (from 2008 through 2010, workplace violence had been increasing). **Falls** followed with 16 deaths resulting from a fall from another story in a building, from ladders, or otherwise. **Exposure to Harmful Substances or Environments** was involved in 7 cases. **Fires and explosions** complete the picture with 3 cases.

What fatality event types are significant?

The biggest change from 2010 in the source of fatalities in the workplace is that the traditional workplace (the shop floor, the construction site) is becoming safer (as far as deaths are concerned). Yet, motor vehicle accidents and work place violence pose significant threats to Hoosier workers. If there is a silver lining here, it is that our more dangerous workplaces are becoming safer as a result of a conscious understanding of safety concerns by businesses and cultural shift towards safer work environments at all levels.

In addition, the efforts of IDOL contribute to the rising consciousness of management, labor, investors and the public. However the number of 2011 workplace violence and transportation events cannot be ignored. To address one of the high profile workplace violence venues (Late Night Retail), the IDOL has been working with the late night retail industry to alert convenience store and gas station owners on the simple steps needed to reduce the dangers present. IDOL has also taken on efforts to reduce distracted

driving, increase safe driving and educate the public on simple steps employers can take. Refraining from texting and cell phone use, and encouraging defensive driving and alert operation of vehicles continue to be important safety techniques for ALL Hoosiers, not just those at work.



Highlights of the 2011 CFOI preliminary report include:

- There were no fatal incidents in the **Healthcare and Social Assistance** industry.
- Fatalities in the **Goods Producing** sector went down from 54 to 47 in the past year.
- There was a large reduction in deaths in **Construction of Buildings**, traditionally one of the most dangerous jobs in the state in terms of fatality risk.
- The largest increases were in the **Wholesale Trade** (up to 11 from 4), **Administrative and Support and Waste Management and Remediation** (an amalgam of various support sectors, up by two thirds), and **Truck Transportation** (increasing 54%).

Controlling the fatal injuries on our Indiana highways and roads will be the most significant factor that could be undertaken in shrinking Indiana's occupational fatalities.