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All employers are required to notify OSHA when an employee is killed on the job or suffers a work-related hospitalization, amputation, or loss of an eye. A fatality must be reported within 8 hours. An in-patient hospitalization, amputation, or eye loss must be reported within 24 hours. Report a Fatality or a Severe Injury Employers must commit to work vehicle and roadway safety and communicate that commitment to employees at all levels of the organization. Employers must demonstrate that commitment by allocating time and budgetary resources to work vehicle and roadway safety. Employers should conduct a risk assessment to identify the likely hazards associated with drivers, vehicles, and roads and determine steps to eliminate or reduce those hazards. Employers should identify local, state, and federal laws that apply to their workplace. From the risk assessment and review of applicable laws, employers should develop, disseminate, maintain, review, and update written policies and procedures with input from managers and employees that covers the following: Driver Training initial and ongoing training Vehicle Maintenance operator and organizational Safe Vehicle Operations speed, defensive driving Seat Belt Use Distracted, Drowsy, and Impaired driving Accident Reporting Procedures Mechanical Failure Procedures Employers should establish a drivers training program that is specific to the vehicles that the employee is expected to drive. The adherence to the driver training program schedule is a leading indicator in the prevention of work-related vehicle crashes. Periodic refresher training is useful to prevent driver complacency and maintain focus on safe driving principles. In addition to general safety training, there are also some circumstances that require additional specialized training. This could include longer combination vehicle training, hazardous materials training, and reasonable suspicion training for supervisors. Depending on the contents of the freight, the type of vehicle, or the specific position an individual holds, additional training as mandated by the Federal Motor Carrier Safety Administration (FMCSA) may be required. Employers should ensure that all employees are properly licensed for the type of vehicle that they are expected to operate. It may be useful to have a system of tracking driver license expiration dates to ensure that company drivers are not operating vehicles on an expired license. A comprehensive preventative maintenance program with scheduled checks and services helps ensure that work vehicles remain in a safe operating condition. The adherence to the preventative maintenance checks and service schedule is a leading indicator in the prevention of work-related vehicle crashes. Employers should implement and enforce mandatory seat belt use policies. Adherence to the seat belt policy is a leading indicator in the prevention of workplace driving-related injuries and fatalities. Employers should review their operational procedures to ensure that the procedures are not causing or contributing to distracted driving. For example, systems and procedures for dispatching and rerouting vehicles have the potential to cause cognitive, visual, and manual distractions which may directly cause or contribute to a vehicle collision. Employers should ensure that workloads and work schedules allow employees to drive at a safe speed and obey any applicable hours-of-service regulations. Employers should have a system in place to ensure that employees get information about road construction or closures, bad road conditions, or any other road hazards. When purchasing, renting, or leasing company vehicles, employers should look for vehicles with high safety ratings based on crash testing and with safety features such as lane departure warning systems, collision warning systems, rear-facing cameras, and adaptive cruise control. Employers may want to consider using an in-vehicle monitoring system (IVMS) to reduce the risk of crashes. These systems are designed to improve drivers performance by identifying risky driving behaviors for self-correction and for supervisors to use to coach drivers and identify fleet-wide problems. A NIOSH study found that an IVMS with in-vehicle driver feedback and supplemental supervisory coaching using driver- and outward-facing video led to a significant decline in overall risky driving behaviors and a decline in driving unbelted in comparison to a control group of drivers. If an IVMS is to be used, it is important to explain to workers why the IVMS is being put in place and how it will work. Employers should establish a crash investigation process. All crashes, regardless of severity, should be reported to the employees supervisor as soon as feasible after an incident. All crashes should be reviewed to determine their root cause and what can be done to prevent it from happening again. The crash review should include a determination of whether any changes in policy or practices are needed to prevent future crashes. Understanding the root causes of crashes forms the basis for reducing the risk of recurrence. Motor vehicle accidents are the leading cause of worker injuries and death.1 Driver safety training is a protective measure against crashes and helps protect drivers and other people on the road, resulting in fewer lives lost and reduced lost time on the job. Driver safety training is included in any commercial driver's license (CDL) training program. However, drivers operating trucks weighing less than 26,000 are not required to obtain a CDL. Additionally, a truck driver without a CDL may also tow a single-axle trailer with a gross vehicle weight rating (GVWR) of up to 10,000 pounds. These are substantially larger vehicles than the average driver is accustomed to operating and therefore potentially hazardous, and driver safety training can be beneficial even if not required. For drivers that are new to an organization and whose primary job responsibilities are driving on public roadways, a structured drivers training program should be in place. Also, anytime new vehicles are introduced into the fleet, drivers training specific to the new vehicles should be conducted. Additionally, driver refresher training should be conducted at regular intervals. Driver safety training is a continuous process and keeps drivers from becoming complacent when it comes to safety. Driver's training should include components such as: Vehicle characteristics, capabilities, and limitations Vehicle instruments, controls, and safety components Vehicle preventative maintenance checks and services Company driving policies and procedures - seat belts, distractions (including drowsy and impaired driving), aggressive driving and speeding Defensive Driving Vehicle Backing For drivers who drive occasionally for work in their privately owned vehicle (POV), a less structured approach may be sufficient. Driver's training programs should be scalable to meet the organization's needs. Agency continues effort to support safety of America's workers WASHINGTON The U.S. Department of Labor's Occupational Safety and Health Administration has released 2024 workplace injury and illness data collected from its Injury Tracking Application. Under federal recordkeeping rules, employers are required to electronically submit injury and illness data to OSHA. The data comes from 370,000 reports submitted on OSHA Form 300A Summary of Work-Related Injuries and Illnesses. In addition, OSHA has posted partial data from more than 732,000 OSHA Forms 300 Log of Work-Related Injuries and Illnesses and Form 301 Injury and Illness Incident Report records. Providing access to injury and illness data will assist in identifying unsafe conditions and workplace hazards that may cause occupational injuries and illnesses. Recognizing these hazards will help detect ways to control or prevent them and reduce future injuries. At the core, making this data available protects workers and ensures their health and safety throughout their working day. OSHA is taking additional steps to protect worker privacy by reviewing the remaining data for certain personally identifiable information. The agency will make additional data publicly available following the review. Learn more about OSHA's injury and illness recordkeeping and reporting requirements. A safe and healthy working environment is a fundamental principle and right at work. Thus, all Members have an obligation arising from the very fact of membership in the ILO to respect, to promote and to realize, in good faith and in accordance with the ILO Constitution, the principles concerning this fundamental principle and right.Despite this important decision and the significant progress in occupational safety and health (OSH), work-related accidents and diseases still occur too frequently, with devastating impacts on workers, enterprises and entire communities and economies. An electric arc is a type of electrical explosion. The electric arc produces a bright flash of hot gas, where temperatures can exceed 35,000 F (19,400 C), nearly four times the heat of the suns surface. The energy released in the arc rapidly heats and vaporizes the metal conducting the electricity, producing an explosive arc blast resulting in deafening noises, supersonic concussive forces, and super-heated shrapnel. Most arc flash burn injuries are a result of the arc igniting flammable clothing and not from the arc itself. Flammable Clothing vs Appropriate Arc Rated PPE (AR PPE) Special thanks to KEMA Laboratories and the Partnership for Electrical Safety for this testing footageOSHA has produced the following guides to assist employers and employees in understanding and protecting against arc flash hazards: For Employers For Employees Additional Resources NFPA 70E. NFPA 70E requirements for safe work practices to protect personnel by reducing exposure to major electrical hazards. Originally developed at OSHA's request, NFPA 70E helps companies and employees avoid workplace injuries and fatalities due to shock, electrocution, arc flash, and arc blast, and assists in complying with OSHA 1910 Subpart S and OSHA 1926 Subpart K. (viewable for free with NFPA account registration) Partnership for Electrical Safety. The Partnership for Electrical Safety (PES) believes that every American working on or near energized electrical equipment deserves equal protection from arc flash, including the appropriate arc rated clothing and associated personal protective equipment (PPE). PES seeks to educate those at risk and to make plain to relevant oversight entities the need for use of PPE when doing industrial electrical work, and the extreme human and financial costs of non-compliance.

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