

# Indiana Fatal Workplace Injuries 2015

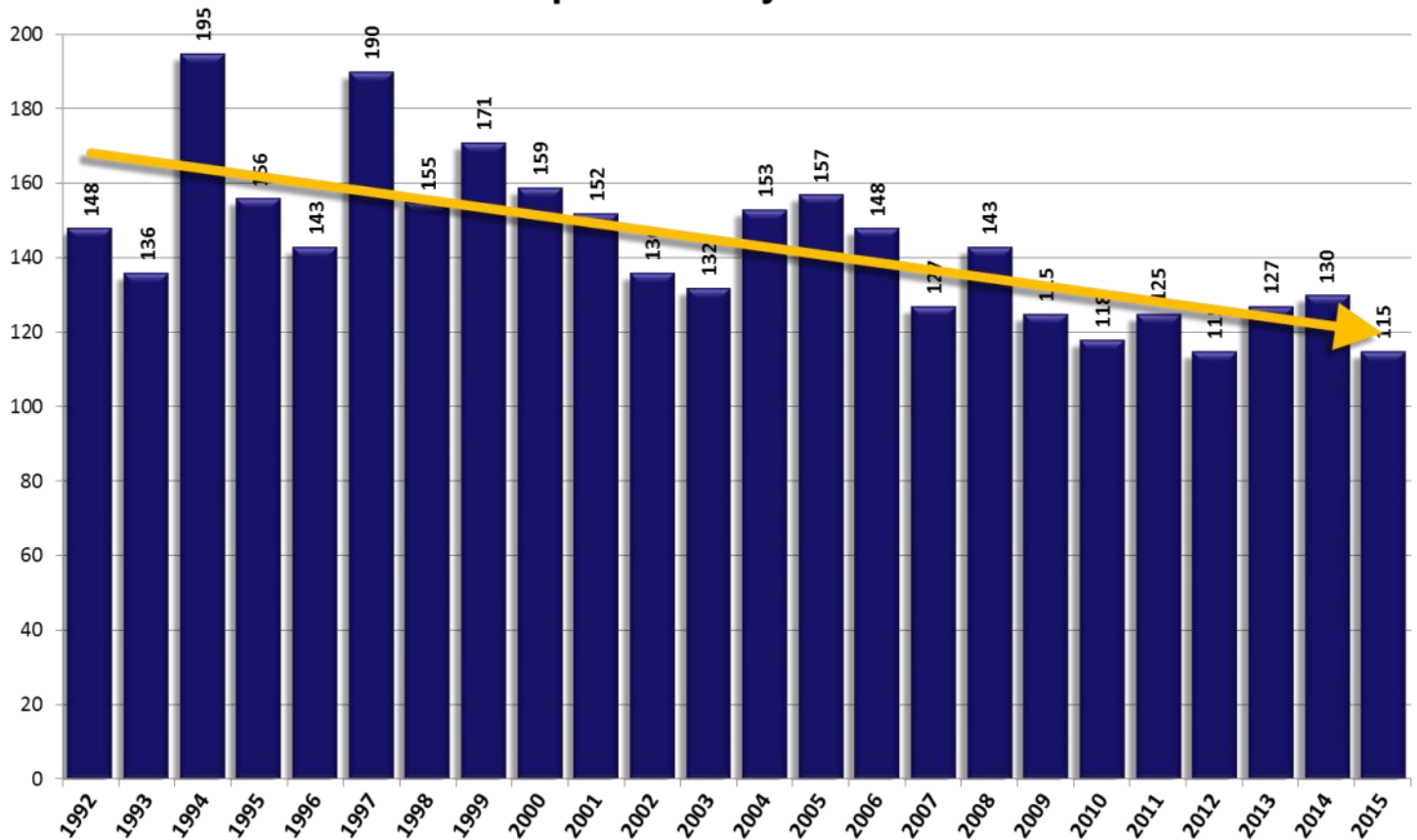
**Analysis of the 2015 Census of  
Fatal Occupational Injuries  
(CFOI) Results**



**Prepared by the  
Indiana Department of Labor  
Quality, Metrics and Statistics Division**



## Fatal Occupational Injuries in Indiana



In 1992, the federal Bureau of Labor Statistics (BLS) began collecting data on fatal occupational injuries for Indiana through the Census of Fatal Occupational Injuries (CFOI). Each year, the Indiana Department of Labor's Quality, Metrics, and Statistics (QMS) Division reviews thousands of records including death certificates, news articles, police reports and National Transportation Safety Board (NTSB) findings to identify, document, and verify deaths resulting from work-related injuries. The CFOI classifies fatal occupational injuries by industry, event, exposure, demographic, primary cause, and body part injured. These classifications provide a more detailed view of how fatal injuries occurred.

The 2015 Census of Fatal Occupational Injuries report shows **115** Hoosier workers lost their lives in a workplace accident. This represents an 11.54% decrease in the number of fatal injuries from the 2014 total of 130 and ties the 2012 total for the lowest number of Hoosier workplace fatalities on record.

The following report will delve deeper into the case and demographic information regarding fatal workplace injuries in Indiana. The data provided by the BLS are protected by stringent confidentiality rules. These rules forbid releasing information that could divulge the identity of the decedent or the company for which he or she worked. Confidential data may include any non-public information that was not previously released by a media outlet. Therefore, some of the data regarding the industry or nature of the fatality may not always add up to the reflected total. No specific location information such as city, town or county is available. For more information regarding state and national fatal occupational injuries, visit [www.bls.gov/iif/oshstate.htm](http://www.bls.gov/iif/oshstate.htm).

The numbers in the above chart represent the final totals for each calendar year. Beginning with this release, the BLS will no longer issue a preliminary and final number in two separate reports. Instead, only one final report will be issued.

The CFOI uses the North American Industry Classification System (NAICS) to identify the industries and sub-industries where workplace fatalities occur. Industry information is often reported as a broad category to ensure that no decedents or their employers can be identified.

Indiana's **transportation and warehousing** industry experienced the largest number and largest percent of increase in fatal injuries in 2015—from a low in 2014 of 13 to 27 in 2015 (107.69%). Transportation-related incidents accounted for 22 of the 27 fatalities in this industry (81.48%), with most of these fatal injuries resulting from roadway incidents involving motorized land vehicles (17) and pedestrian vehicle incidents (4). Twenty-one (21) of the 27 total fatalities in **transportation and warehousing** were attributed to the truck transportation sub-industry with general freight trucking and specialized freight trucking experiencing 18 and three (3) fatalities respectively.

Indiana's **agriculture, forestry, fishing, and hunting** industry experienced 23 fatalities in 2015, which is a 17.86% decrease from the 2014 total of 28 fatal events. Transportation-related events again accounted for the majority (10) of the fatal events in **agriculture, forestry, fishing, and hunting**.

The **Public Administration (Local Government)** industry experienced no fatalities in 2015, down from five (5) in 2014. The **construction** industry saw a 38.89% decrease in fatal events from 18 fatalities in 2014 to 11 in 2015.

**Administrative and waste services; other services, except public administration; retail trade; health care and social assistance; wholesale trade; arts, entertainment, and recreation; mining; utilities; and educational services (State Government)** experienced significant decreases in fatal injuries.

**Manufacturing**, however, saw an increase from 10 fatal events in 2014 to 12 in 2015 (20.00%). **Information; accommodation and food services; Health care and social assistance; transportation and warehousing (State Government); and educational services (Local Government)** all experienced slight increases in the number of fatal events.

### Fatal Injuries by Industry

Industry	2015	2014	2013	2012	2011
Transportation and warehousing	27	13	27	21	25
Agriculture, forestry, fishing and hunting	23	28	18	16	16
Manufacturing	12	10	12	11	14
Construction	11	18	15	20	19
Administrative and waste services	8	12	6	10	5
Other services, except public administration	7	11	12	4	7
Accommodation and food services	7	5	-	1	3
Retail trade	4	8	9	7	8
Health care and social assistance	4	3	3	-	-
Wholesale trade	3	9	9	8	10
Information	3	-	1	-	-
Arts, entertainment, and recreation	1	3	1	5	5
Construction (Local Govt.)	1	1	-	1	-
Educational services (Local Govt.)	1	-	2	-	-
Transportation and Warehousing (Fed. Govt.)	2	-	-	-	-
Construction (Local Govt.)	1	-	-	-	-
Public administration (Local Govt.)	-	5	1	4	3
Mining	-	1	1	-	-
Utilities	-	1	1	1	-
Educational services (State Govt.)	-	1	1	-	1
<b>Total</b>	<b>115</b>	<b>130</b>	<b>127</b>	<b>115</b>	<b>125</b>

Source: BLS Census of Fatal Occupational Injuries 2011-2014, Table A-1



# FATAL EVENTS BY TYPE

Event or exposure describes the manner in which a worker was killed. Although the events may sound similar to industry classifications, the two are not interchangeable and these events may occur in any industry.

Since the inception of the CFOI in 1992, **transportation-related incidents** have resulted in the highest number of Hoosier workplace fatalities. In 2015, there were 55 **transportation-related incidents**, which accounted for 47.83% of all Indiana occupational fatalities. These incidents included roadway motor vehicle accidents (36), non-roadway incidents involving motorized land vehicles (8), and pedestrians struck by vehicles while working (9). Heavy tractor-trailer truck drivers experienced the highest number of transportation fatalities (22).

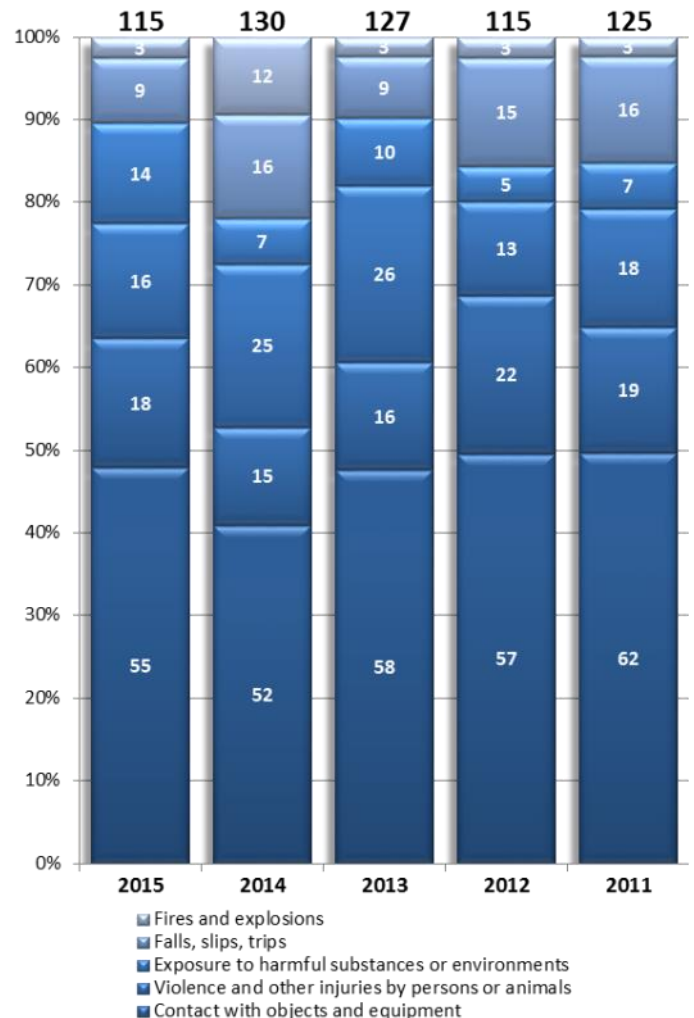
**Transportation-related incidents** can affect any industry and are not solely limited to work performed in the transportation and warehousing industry. In 2015, 22 fatal **transportation-related incidents** occurred in the transportation and warehousing industry, while 33 fatalities occurred in other industries including agriculture, forestry, fishing and hunting (10); administrative and waste services (6); and construction (3).

**Contact with objects and equipment** was the second-most frequent fatal Hoosier workplace event with 18 fatal injuries in 2015. Seven (38.89%) of these contact events resulted from being struck by a powered, nontransportation vehicle. Three (16.67%) fatalities were the result of being caught in or compressed by equipment and one was due to an excavation or trenching cave in.

**Violence and other injuries by persons or animals** (workplace violence) was the third leading cause of Hoosier workplace fatalities in 2015 (16). Events in this category

include all intentional injuries; injuries involving weapons (tools designed to be used as weapons, such as firearms and stun guns) regardless of intent; and injuries involving direct physical contact with persons, animals, or insects regardless of intent. Such injuries may be inflicted by another person, by oneself, or by an animal or insect. Nearly all the fatalities included this event were men (14) and white (non-Hispanic) (14). The number of fatalities was evenly split between the goods producing and service providing sectors, with manufacturing experiencing the highest number of fatal violent events (4).

### Fatal Events by Type

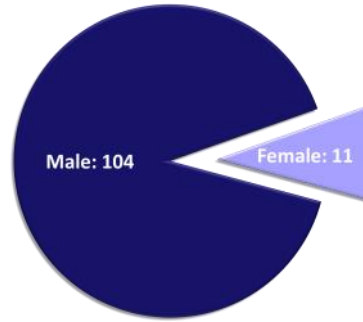


WHEREAS,

the mission of the Indiana Occupational Safety and Health Administration is to uphold occupational safety and health

### Gender

In 2015, men suffered 104 of the 115 Indiana workplace fatalities (90.43%). Eleven women suffered fatalities (9.57%). Transportation incidents accounted for 48 (46.15%) male fatalities and seven (63.64%) female fatalities. Men and women were both most often fatally injured in transportation incidents.



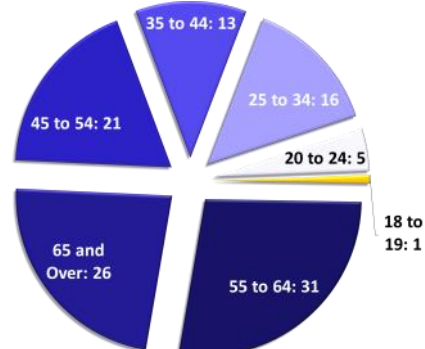
### Employee Status

Wage and salary workers suffered 66 fatal injuries (57.39%). Self-employed workers suffered 49 of the 115 fatal injuries in Indiana (42.61%). Transportation incidents accounted for the greatest percentage of fatalities for both wage and salary workers (48.48%) and self-employed workers (46.94%).



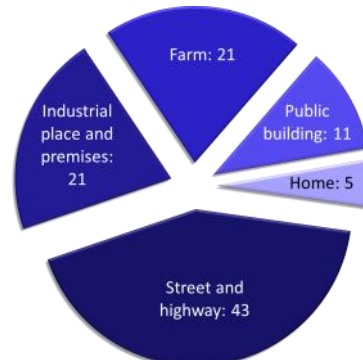
### Age

Workers 55-64 years of age suffered 31 fatalities in 2015 and had the highest percent workplace fatalities (26.96%). Workers 65 years of age and over suffered 26 fatalities (22.61%), and workers 45-54 years of age suffered 21 (18.26%). Workers under age 20 suffered five fatalities with three being transportation incidents.



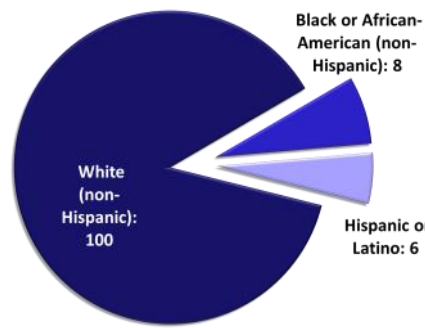
### Location

In 2015, the highest number of Indiana workplace deaths (43) occurred on streets and highways (28.35%), while 21 (21.26%) deaths occurred in industrial places and premises and 21 deaths (14.96%) occurred on a farm. Eleven deaths (11.02%) occurred in public buildings and five in decedents' homes.



### Race

White (non-Hispanic) Hoosiers experienced 100 work-related deaths in 2015 (86.96%). Black or African-American (non-Hispanic) workers accounted for eight (8) fatalities (7.96%) and Hispanic or Latino workers experienced 6 (5.22%).



# DEMOGRAPHICS

Transportation incidents remain the leading cause of Hoosier workplace fatalities. 47.83% of all Hoosier workplace fatalities in 2015 (55) were attributed to transportation-related incidents, including 36 roadway incidents involving a motorized land vehicle (65.45%), nine (9) pedestrian vehicular accidents (16.36%) and eight (8) nonroadway incidents involving a motorized land vehicle (14.55%).

It is important to note that transportation-related fatalities are by no means exclusive to the transportation industry. Almost every Hoosier business utilizes some form of motorized transportation for shipping, travel or entertainment. In 2015, transportation incidents accounted for 66.67% (6 of 9) fatalities in the professional and technical services industry, 75% (6 of 8) of the fatalities in administrative and waste services and nearly half of the fatalities in the **agriculture, forestry, fishing, and hunting** industry (10 of 23, or 43.48%). Twenty-two (22) fatal transportation incidents occurred in **transportation and warehousing**, with 18 occurring in the **truck transportation** sub-industry.

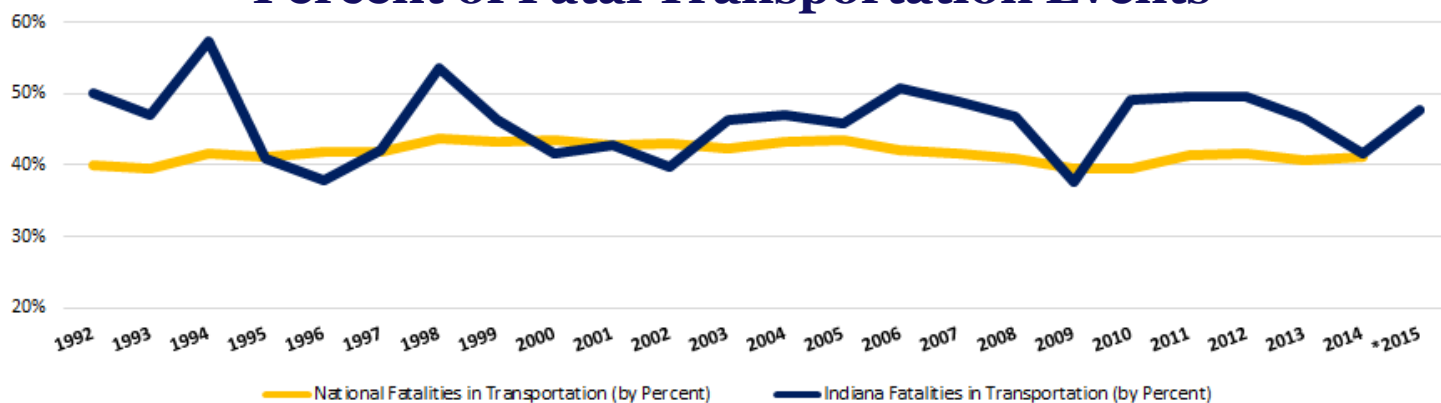
Transportation-related fatalities have been the highest fatal event for Hoosier workers since the inception of the CFOI in 1992. These numbers have also fluctuated wildly, with transportation-related fatalities accounting for as many as 57.44% and as few as 37.60% of all Hoosier workplace fatalities, with an average of

46.10%. Some of these fluctuations can be attributed to single, catastrophic incidents where multiple work-related fatalities are suffered as a result of a single transportation event, and some can be explained with better data collection and record review through the years. Overall, however, there seems to be no clear correlation between industry changes and transportation-related incidents that would account for this variation. The national data has been more stable, with a range between 43.68% and 39.44% and an average of 41.72%.


In focusing on truck transportation, the industry with the single-highest number of 2015 transportation related fatalities, we find that there has been a modest increase in the number of Hoosier truck transportation workers in the last few years. The Bureau of Labor Statistics' Current Employment Statistics (CES) survey, employment in the truck transportation industry has averaged approximately 51,500 employees per year, with approximately 54,400 employees working in truck transportation in 2015. Looking at the historical data, however, there is no clear correlation between the number of truck transportation employees and an increase or decrease in transportation-related fatalities.

While no single factor is the cause of all transportation incidents, driver inattentiveness, fatigue, failing to operate the vehicle at a safe speed, and improper vehicle maintenance play a role in many transportation fatalities.

## Percent of Fatal Transportation Events







The demographic data for fatal Hoosier workplace injuries in 2015 shows that injuries most often befell white (non-Hispanic) (100) men (104) working for wages and salary (66) who were between 55 and 64 years of age (31). Accidents, by definition, can occur at any time and are difficult to predict. Similarly, workplace violence incidents of intentional harm are difficult to foresee. For both intentional and accidental injuries, however, there are things employers can do to reduce risk.

For transportation-related occupations, stressing driver-attentiveness is key. Drivers must pay attention to the road and not other distractions such as cell phones, food or the radio. Ensuring that drivers are in good health and getting plenty of rest are also crucial elements of ensuring the safety of the working driver and his or her fellow motorists. Setting and enforcing company policies regarding technology use, eating while driving and driver wellness can all help keep working drivers safe.

From the use of heavy machinery in crop production to the tending of large animals in animal production, the agriculture industry encompasses numerous dangerous activities. Those in the agriculture industry face many of the same dangers as the transportation-related industries. Heavy equipment, operator fatigue and worker inattentiveness are all hazards that occur frequently in agriculture. It is important that users of such machinery be effectively trained on the safe and proper use and operation of farming equipment including tractors, trucks, augers and silos. Workers in agricultural activities should respect the dangers of the job and be vigilant of emerging hazards.

While it may not be possible to plan for everything, emphasizing good communication between all levels of management—from front-line employees through senior staff—breeds a deeper culture of safety into a business. Employees should be encouraged to speak up when a safety hazard is spotted, and management should be quick to appropriately address these issues. For more information on

fostering a culture of safety, or to request a free safety consultation, please visit the Indiana Department of Labor’s INSafe Division online at [www.in.gov/dol/insafe.htm](http://www.in.gov/dol/insafe.htm).

While it is true that some occupations are inherently more dangerous than others, the thought that dying is “just part of the job” is erroneous and obsolescent. Even though an occupation is dangerous, it is the responsibility of the employer and the employee to work together to eliminate or minimize exposure to known hazards.



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CONCLUSION