Oregon Industrial Fatality Report
On 1997 Compensable Fatalities

Research & Analysis Section
Oregon Department of Consumer & Business Services

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# Table of Contents

Introduction ................................................................................................................... 1  
Findings in Brief .............................................................................................................. 2  
Analysis of Industrial Fatalities ..................................................................................... 3  
  Accident event ................................................................................................................. 4  
  Industry ............................................................................................................................. 5  
  Occupation ....................................................................................................................... 6  
  Employer ............................................................................................................................ 6  
  Tenure ................................................................................................................................ 7  
  Age and gender .................................................................................................................. 8  
  Month of injury .................................................................................................................. 8  
  County of occurrence ....................................................................................................... 8  

Text tables  
  1. Work-related fatalities by accident event, Oregon, 1997 .................................................. 4  
  2. Work-related fatalities due to homicide, Oregon, 1990-1997 .............................................. 4  
  3. Work-related fatalities by accident event within industrial classification, Oregon, 1997 ................................................................................................................... 4  
  4. Work-related fatalities by accident event within occupational classification, Oregon, 1997 ................................................................................................................... 6  
  5. Work-related fatalities by employer size class, Oregon, 1997 .............................................. 6  
  6. Work-related fatalities by tenure and age group, Oregon, 1997 .......................................... 7  
  7. Work-related fatalities by age group, Oregon, 1997 ............................................................ 8  
  8. Work-related fatalities by gender, Oregon, 1997 ............................................................... 8  

Figures  
  1. Work-related fatalities, Oregon, calendar year 1978-1997 .............................................. 3  
  2. Fatality rates, Oregon, calendar year 1978-1997 .................................................................. 3  
  3. Work-related fatalities by industry division, Oregon, 1997 ................................................. 5  
  4. Work-related fatalities within manufacturing, Oregon, 1997 .............................................. 5  
  5. Work-related fatalities by month of injury, Oregon, 1997 .................................................. 8  
  6. Distribution of work-related fatalities by county of occurrence, Oregon, 1997 ............... 9  

Tables  
  1. Work-related fatalities by accident event, Oregon, 1988-1997 ........................................ 11  
  2. Work-related fatalities by industry, Oregon, 1988-1997 .................................................. 12  
  4. Work-related fatalities by age group, Oregon, 1988-1997 ............................................... 15  
  5. Work-related fatalities by gender, Oregon, 1988-1997 ...................................................... 16  
  8. Listing of fatalities by industry, Oregon, 1997 ................................................................. 20  
  9. Historical record of work-related fatalities, Oregon, 1943-1997 ...................................... 22  

Appendices  
  A. Glossary of terminology ................................................................................................. 26  
  B. Technical notes: scope and methodology ....................................................................... 26  
  C. Descriptions of 1997 fatal work-related injuries and illnesses by industry .................... 28
Introduction

This report presents data about Oregon’s work-related industrial fatalities. It includes data for the fatalities which have been accepted as compensable deaths during the 1997 calendar year, without regard to the date of injury or death. The claims included in this report are those for which the Department of Consumer & Business Services received notification of acceptance by January 31, 1998.

The information presented here may be useful in preventing many work-related fatalities. The Occupational Safety and Health Division of the Department of Consumer & Business Services is taking an active role in preventing fatal accidents. They administer a consultative services program which aids employers in the identification and modification of worksite hazards. They also provide information about personal protective equipment, industrial hygiene and ergonomic worksite design, train employers and employees, and enforce the Oregon Occupational Safety and Health rules and standards.

A glossary of terminology used in this report is found in Appendix A, and further explanation of the scope of the report and the methodology is found in Appendix B. Information on disabling claims can be found in Oregon Workers’ Compensation Claims Characteristics. More detailed information may be obtained from the Research & Analysis Section of the department’s Information Management Division.

The Department of Consumer & Business Services, Information Management Division, also gathers data on work-related fatalities for a federal/state cooperative program. The Census of Fatal Occupational Injuries (CFOI) program is a cooperative program between the U.S. Bureau of Labor Statistics (BLS) and participating states. The fatalities included in the CFOI count are those for which the death or incident occurred in the reference state, during the reference year, and are determined to be work-related according to the CFOI criteria.

As a national program, CFOI provides a uniform definition for work-related fatalities. The program also covers a larger population base than covered by workers’ compensation; it includes nearly all workers who are engaged in legal work activities regardless of industry or regulatory coverage of an establishment. A yearly publication, Oregon Census of Fatal Occupational Injuries, can be obtained from the Research & Analysis Section of the department’s Information Management Division.
Findings in Brief

♦ The Worker’s Compensation Division received notification of 43 accepted claims for fatality benefits during the 1997 calendar year. This is 11 less than the 54 fatalities in 1996. The 43 fatalities are the lowest number of fatalities ever recorded since the Occupational Safety and Health Division began collecting data in 1943. For comparison, there were an average of 52.8 compensable fatalities per year for the five-year period 1993-1997.

♦ There were 11 compensable fatalities in the construction industry in 1997, compared to five in 1996. During the five years 1993-1997, the construction industry averaged 10 fatalities per year.

♦ The logging industry claimed one compensable fatality in 1997, compared to eight in 1996.

♦ Five of the 43 fatalities (11.6 percent) were in the transportation and public utilities industry, compared to 11 (20.4 percent) in 1996.

♦ Four of the 43 fatalities (9.3 percent) were in the state government industry. Three of the four fatalities were police occupations.

♦ Three fatalities resulted from workplace violence in 1997. All three fatalities occurred in the retail trade industry. No workers died from workplace violence in 1996.

♦ In 1997, highway motor vehicle accidents were the leading event, claiming 12 lives. During the five years 1993-1997, highway motor vehicle accidents averaged 14.2 fatalities per year.

♦ Three of the 19 motor vehicle fatalities (15.8 percent) were fatalities caused by aircraft accidents, compared to 10 in 1996.

♦ Twenty-two of the compensable fatalities were considered to be program-related. Program-related fatalities are those in-state fatalities which might have been prevented by following specific safety regulations, general duty clauses, or good safety and health practices.

♦ Ten transportation operators and seven construction trade occupations were among the 43 compensable fatalities.

♦ The median age of the 43 workers at the time of their injuries was 38. The youngest worker killed was a 16-year-old farm worker who fell approximately 200 feet off a cliff. The oldest worker was a 77-year-old truck driver who died from a motor vehicle accident.

♦ Of the 43 people who died in work-related accidents, 40 were men and three were women, compared to 52 men and two women in 1996.

♦ Five compensable fatalities occurred in Multnomah county, and three occurred in Clackamas, Klamath, and Washington counties. Three fatalities also occurred outside Oregon.

♦ In 1997, June had the most fatalities with six followed by January and May with five. November had the least fatalities with only one, compared to seven in 1996.
Analysis of Industrial Fatalities

During the 1997 calendar year, the Workers’ Compensation Division of the Department of Consumer & Business Services recorded the acceptance of 43 claims for fatality benefits. This is 11 less than the 54 fatalities in 1996. The 43 fatalities are the lowest number of fatalities ever recorded in Oregon since the Occupational Safety and Health Division began collecting data in 1943 (see Figure 1 and Table 9). For comparison, there were an average of 52.8 compensable fatalities per year for the five-year period 1993-1997.

Twenty-two of the 1997 fatalities were program-related. Program-related fatalities are those which might have been prevented by following specific safety regulations, general duty clauses, or good safety and health practices. Out-of-state fatal accidents are not considered program-related because they are not within Oregon’s jurisdiction. Of the 1997 work-related fatalities, 51 percent were program-related, compared to 56 percent in 1996.

The fatality rates in Figure 2 are the numbers of fatalities per 100,000 subject employees. The employment figures are estimated workers’ compensation covered employment based on data supplied by the State of Oregon Employment Department. Employment has grown from approximately 1,009,000 subject workers in 1978 to 1,549,600 in 1997.

![Figure 1. Work-related fatalities, Oregon, Calendar year, 1978-1997](image1)

![Figure 2. Fatality rates (per 100,000 workers), Oregon, Calendar year, 1978-1997](image2)
**Accident event**

Highway motor vehicle accidents were the leading type of accident in job-related deaths, claiming 12 lives in 1997. Five fatalities in this category were the result of collisions with another vehicle. Four fatalities were accidents in which the worker’s vehicle overturned, one fatality occurred when a truck struck a large rock, one fatality occurred in an unspecified noncollision highway accident, and one fatality occurred when a loose log dislodged from a passing log truck and struck the worker’s truck. Only three of these fatalities were program-related. Transportation accidents are generally not program-related because there are too many variables for safety regulations to control.

Falls were the second most common event of compensable fatalities, accounting for six fatalities in 1997. Three fatalities in this category occurred in one accident when a parking structure collapsed, causing three workers to fall 70 feet. Also, one worker fell off a cliff, one worker fell through a hole in the roof, and one worker fell from a steel erection.

Four workers were struck by or against objects. Two workers were struck by falling objects, one worker was killed by an accidental discharge of a gun, and one worker died from striking against a building.

There were three fatalities where the worker died from an aircraft accident. Two fatalities were airplane accidents, and one fatality was a helicopter accident.

In 1997, there were three homicides (see Text Table 2). All three workers were killed during separate robbery attempts. More information about this workplace hazard can be found in another department publication, *Violence in the Workplace*.

The 1997 fatal accidents are summarized in Table 8 and Appendix C.

---

### Text table 1. Work-related fatalities by accident event, Oregon, 1997

<table>
<thead>
<tr>
<th>Accident event</th>
<th>1993-1997 Average</th>
<th>1997</th>
</tr>
</thead>
<tbody>
<tr>
<td>Struck by object</td>
<td>7.2</td>
<td>4</td>
</tr>
<tr>
<td>Caught in/under/between</td>
<td>5.0</td>
<td>3</td>
</tr>
<tr>
<td>Fall</td>
<td>6.8</td>
<td>6</td>
</tr>
<tr>
<td>Contact with electric current</td>
<td>1.0</td>
<td>2</td>
</tr>
<tr>
<td>Toxic/caustic substances</td>
<td>2.0</td>
<td>3</td>
</tr>
<tr>
<td>Drowning</td>
<td>0.6</td>
<td>0</td>
</tr>
<tr>
<td>Highway motor vehicle accident</td>
<td>14.2</td>
<td>12</td>
</tr>
<tr>
<td>Industrial vehicle accident</td>
<td>2.4</td>
<td>2</td>
</tr>
<tr>
<td>Pedestrian accident</td>
<td>4.2</td>
<td>2</td>
</tr>
<tr>
<td>Aircraft accident</td>
<td>4.2</td>
<td>3</td>
</tr>
<tr>
<td>Fires &amp; explosions</td>
<td>1.4</td>
<td>1</td>
</tr>
<tr>
<td>Assaults &amp; violent acts</td>
<td>2.6</td>
<td>3</td>
</tr>
<tr>
<td>Other</td>
<td>1.2</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>52.8</td>
<td>43</td>
</tr>
</tbody>
</table>

### Text table 2. Work-related fatalities due to homicide, Oregon, 1990-1997

<table>
<thead>
<tr>
<th>Year of acceptance</th>
<th>No. of fatal claims</th>
<th>Claims due to homicide</th>
<th>Homicides as % of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>64</td>
<td>2</td>
<td>3.1%</td>
</tr>
<tr>
<td>1991</td>
<td>65</td>
<td>3</td>
<td>4.6%</td>
</tr>
<tr>
<td>1992</td>
<td>63</td>
<td>8</td>
<td>12.7%</td>
</tr>
<tr>
<td>1993</td>
<td>64</td>
<td>1</td>
<td>1.6%</td>
</tr>
<tr>
<td>1994</td>
<td>55</td>
<td>6</td>
<td>10.9%</td>
</tr>
<tr>
<td>1995</td>
<td>48</td>
<td>3</td>
<td>6.3%</td>
</tr>
<tr>
<td>1996</td>
<td>54</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>1997</td>
<td>43</td>
<td>3</td>
<td>7.0%</td>
</tr>
</tbody>
</table>

### Text table 3. Work-related fatalities by accident event within industrial classification, Oregon, 1997

<table>
<thead>
<tr>
<th>Industry</th>
<th>Total</th>
<th>Struck by or against</th>
<th>Caught in/under/between</th>
<th>Fall</th>
<th>Contact w/elec current</th>
<th>Toxic/caustic subst</th>
<th>Hwy motor veh acc</th>
<th>Ind'l veh acc</th>
<th>Pedestrian</th>
<th>Aircraft acc</th>
<th>Fire &amp; Explosions</th>
<th>Assaults &amp; violent acts</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ag, forestry &amp; fishing</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Construction</td>
<td>11</td>
<td>1</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Logging</td>
<td>1</td>
<td>1</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Sawmills</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Other manufacturing</td>
<td>4</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Trans. &amp; public util.</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Retail trade</td>
<td>6</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Services</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Government</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>43</td>
<td>4</td>
<td>3</td>
<td>6</td>
<td>2</td>
<td>3</td>
<td>12</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>3</td>
<td>2</td>
</tr>
</tbody>
</table>
Eleven of the 43 compensable fatalities occurred in the construction industry in 1997 (see Figure 3). This is a 120 percent increase over the five workers killed in 1996. Four workers died from falls; three workers were killed in the same falling accident, two were killed in motor vehicle accidents, one worker was in an industrial vehicle accident, one worker was run over by a vehicle, one worker was struck by a falling object, one worker died from inhalation of asbestos, and one worker came into contact with electric current.

Six of the 43 compensable fatalities occurred in the retail trade industry in 1997 (see Figure 3). This is a 100 percent increase over the three workers killed in 1996. Three of the six fatalities were motor vehicle accidents, and the other three fatalities were caused by assaults and violent acts.

Five workers in the transportation and public utilities industry died in 1997. This is a 54.5 percent decrease from the 11 fatalities in 1996. Four were killed in motor vehicle accidents, and one worker was killed in an aircraft accident.

State government accounted for four fatalities in 1997. Two workers were killed in the same motor vehicle accident, one worker was crushed between two objects, and one worker died in an explosion.

Four fatalities occurred in the service industry. One worker struck against a building, one worker died from a reaction to latex gloves, one worker was run over by a vehicle, and one worker was killed in an aircraft accident.

As mentioned earlier, 51 percent of the 1997 fatalities were program-related. Table 2 shows construction with 90.9 percent, manufacturing with 83.3 percent, and the public sector with 75 percent, had the highest percentages of program-related fatalities.
Occupation
Ten transportation operators were among the 43 fatalities in 1997 (see Text table 4 and Table 3). Nine of the ten were killed in highway motor vehicle accidents, and one worker was killed in an industrial vehicle accident.

Seven construction trade workers were killed in 1997, compared to four in 1996. Four of the six were killed in falls; three were killed in the same accident. Also, one died from inhalation of asbestos, one worker came into contact with electric current, and one worker was struck by a falling trench support.

One logger was killed in 1997, compared to ten loggers and foresters killed in 1996. The worker was fatally shot by a rifle that accidentally discharged.

Employer
Of the three size classes, employers with 11-99 employees had the highest number of fatalities (see Text Table 5).

Text table 5. Work-related fatalities by employer size class, Oregon, 1997

<table>
<thead>
<tr>
<th>Number of employees</th>
<th>Program-related</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 or less</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>11-99</td>
<td>10</td>
<td>19</td>
</tr>
<tr>
<td>100 or more</td>
<td>8</td>
<td>15</td>
</tr>
<tr>
<td>Total</td>
<td>22</td>
<td>43</td>
</tr>
</tbody>
</table>

Text table 4. Work-related fatalities by accident event within occupational classification, Oregon, 1997

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Total</th>
<th>Struck by or against</th>
<th>Caught in/under or between</th>
<th>Fall</th>
<th>Contact w/electric current</th>
<th>Toxic/caustic subst</th>
<th>Hwy motor veh acc</th>
<th>Ind'l veh acc</th>
<th>Pedestrian</th>
<th>Aircraft acc</th>
<th>Fires &amp; Explosions</th>
<th>Assaults &amp; violent acts</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Professional &amp; managerial</td>
<td>4</td>
<td>1</td>
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<td>1</td>
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<td>1</td>
<td>1</td>
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<td>1</td>
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<tr>
<td>Technical, admin support</td>
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<td></td>
<td></td>
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<td>Sales occupations</td>
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<td>Farm laborers &amp; managers</td>
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<td>Loggers, foresters, fishers</td>
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<tr>
<td>Mechanics &amp; repairers</td>
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<td>1</td>
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<tr>
<td>Construction trades</td>
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<td>4</td>
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<td>1</td>
<td>1</td>
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<td>Operators, exc transport</td>
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<td>Precision product, mining</td>
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<td>1</td>
<td>3</td>
<td>2</td>
</tr>
</tbody>
</table>
Tenure

An employee’s tenure is the length of time the employee had worked for the employer at the time of the injury or the diagnosis of the illness which led to the fatality.

Twenty of the workers (46.5 percent) were with their employer for a year or less at the time of their injury. While this does not indicate whether or not these workers had similar jobs prior to their employment with their last employer, it does indicate the need for training and supervision of new employees.

Text table 6 shows the distribution of tenure and age at the time of injury. The deaths of experienced workers point out the need for programs to reinforce safety and to combat worker complacency.

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<tr>
<th>Tenure</th>
<th>Age at the time of injury</th>
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<td>4th - 5th years</td>
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<td>11th - 25th years</td>
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<td>Total</td>
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</table>
**Age and gender**

During the past five years, 1993-1997, the 26-30 and the 41-45 age groups have been the groups with the most work-related fatalities (see Text table 7). In 1997, the 26-30 age group had the most fatalities with eight.

The median age of the 1997 compensable fatalities was 38 while the median age for 1993-1997 fatalities was 39. In 1997, the youngest worker was a 16-year-old farm worker who died after falling off a cliff. Five of the six fatalities to workers 25 and under were program-related. The oldest worker was a 77-year-old truck driver who died from a motor vehicle accident.

Of the 43 compensable fatalities, 40 were men and three were women. This compares to two women killed in 1996. One woman was killed when she struck against a building, one woman died from an allergic reaction to latex gloves, and another woman was run over by a vehicle.

**Month of injury**

On the average, for the last five years, the most work-related fatalities have occurred in October (see Figure 5). In 1997, November had the least number of fatalities with one fatal, and March and April had the second least number of fatalities with two each. June had the most with six, followed by January and May with five each. Three truck drivers, a farm worker, a welder, and a registered nurse were killed in June.

**County of occurrence**

Twelve percent of the 1997 compensable fatalities (five) occurred in Multnomah County. Multnomah is the state’s most populous county, followed by Washington and Lane counties. In the past, Multnomah, Lane, and Douglas counties have had the most fatalities (see Table 6.)

The five fatalities in Multnomah county consisted of three falls in the same accident, one worker struck by a falling object, and one worker shot during a robbery.

Three of the 43 fatalities occurred outside of Oregon. In Washington, a truck driver was killed in a motor vehicle accident and a pilot was killed in a helicopter crash. A lawyer piloting an airplane was killed in an aircraft accident in Idaho.

**Text table 7. Work-related fatalities by age group, Oregon, 1997**

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<th>1997 Program-related</th>
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**Text table 8. Work-related fatalities by gender, Oregon, 1997**

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**Figure 5. Work-related fatalities by month of injury, Oregon, 1997**
Figure 6. Distribution of work-related fatalities by county of occurrence, Oregon, 1997

Note: Three fatalities occurred outside Oregon.
Tables

Table 1 ........................................... Accident event, Oregon, 1988-1997
Table 2 ................................................ Industry, Oregon, 1988–1997
Table 3 .............................................. Occupation, Oregon, 1988-1997
Table 4 .................................................. Age group, Oregon, 1988–1997
Table 5 ...................................................... Gender, Oregon, 1988-1997
Table 6 ............................ County of occurrence, Oregon, 1988–1997
Table 7 ........................................................ Month of injury, Oregon, 1988–1997
Table 8 ....................... Listing of fatalities by industry, Oregon, 1997
Table 9 ........ Historical record of work-related fatalities, 1944-1997
Table 1a. Work-related fatalities by accident event, Oregon, 1988-1997

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Table 1b. Program-related fatalities by accident event, Oregon, 1988-1997

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Note: Fatalities are classified according to the 1987 Edition of the Standard Industrial Classification Manual.
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Note: Fatalities are classified according to the 1987 edition of the *Standard Industrial Classification Manual*. 
### Table 3. Occupation

#### Table 3a. Work-related fatalities by occupation, Oregon, 1988-1997

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#### Table 3b. Program-related fatalities by occupation, Oregon, 1988-1997

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Note: Occupations are classified according to the 1990 Census of Population Alphabetical Index of Industries and Occupations.
### Table 4a. Work-related fatalities by age group, Oregon, 1988-1997

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### Table 4b. Program-related fatalities by age group, Oregon, 1988-1997

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Table 7. Month of injury

Table 7a. Work-related fatalities by month of injury, Oregon, 1988-1997

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Table 7b. Program-related fatalities by month of injury, Oregon, 1988-1997

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Note: These data reflect the month of injury for those claims accepted in the calendar year specified. Some workers died in a prior year or were injured in one month and died in another.
Table 8. Listing of fatalities by industry, Oregon, 1997

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<th>Occupation</th>
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<td>Industrial vehicle acc</td>
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<td>40</td>
<td>M</td>
<td>08/97</td>
<td>Lane</td>
<td>Metal duct installer</td>
<td>1711</td>
</tr>
<tr>
<td>Fall</td>
<td>+</td>
<td>Fell 70 feet from parking structure</td>
<td>24</td>
<td>M</td>
<td>07/97</td>
<td>Multnomah</td>
<td>Struct metal worker</td>
<td>1542</td>
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<tr>
<td>Fall</td>
<td>+</td>
<td>Fell 70 feet from parking structure</td>
<td>33</td>
<td>M</td>
<td>07/97</td>
<td>Multnomah</td>
<td>Struct metal worker</td>
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<tr>
<td>Fall</td>
<td>+</td>
<td>Fell 70 feet from parking structure</td>
<td>54</td>
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<td>07/97</td>
<td>Multnomah</td>
<td>Struct metal worker</td>
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<tr>
<td>Contact with/electric current</td>
<td>+</td>
<td>Contact with 277 volts of electricity</td>
<td>22</td>
<td>M</td>
<td>10/96</td>
<td>Washington</td>
<td>Electrician</td>
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<td></td>
<td>Inhalation of asbestos</td>
<td>61</td>
<td>M</td>
<td>12/75</td>
<td>Linn</td>
<td>Plumber</td>
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<td>+</td>
<td>Truck rolled down a 100-foot cliff</td>
<td>77</td>
<td>M</td>
<td>06/97</td>
<td>Grant</td>
<td>Truck driver</td>
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<td>26</td>
<td>M</td>
<td>08/97</td>
<td>Klamath</td>
<td>Truck driver</td>
<td>1629</td>
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<tr>
<td>Industrial vehicle acc</td>
<td>+</td>
<td>Dump truck overturned</td>
<td>37</td>
<td>M</td>
<td>02/97</td>
<td>Washington</td>
<td>Truck driver</td>
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<td>Run over by a trencher</td>
<td>33</td>
<td>M</td>
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<td>Union</td>
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<tr>
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<td>Caught in a debarker machine</td>
<td>58</td>
<td>M</td>
<td>08/97</td>
<td>Morrow</td>
<td>Misc wood mach oper</td>
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<td>Grant</td>
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<td>Millwright</td>
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<td>Washington</td>
<td>Welder</td>
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<td>Linn</td>
<td>Millwright</td>
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<td>Lincoln</td>
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<td>Jackson</td>
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<td>Benton</td>
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<td>M</td>
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<td>Wasco</td>
<td>Motor trans occ, nec</td>
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<td>Union</td>
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<td>Homicide - shot during robbery</td>
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<td>M</td>
<td>10/97</td>
<td>Polk</td>
<td>Service station occ</td>
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<td>Homicide - shot during robbery</td>
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<td>M</td>
<td>03/97</td>
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<td>Homicide - stabbed during robbery</td>
<td>30</td>
<td>M</td>
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<td>Marion</td>
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<td>Struck against building</td>
<td>43</td>
<td>F</td>
<td>02/97</td>
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<td>Nursing aide</td>
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<tr>
<td>Contact with</td>
<td>+</td>
<td>Allergic reaction to latex gloves</td>
<td>42</td>
<td>F</td>
<td>06/96</td>
<td>Clatsop</td>
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<td>F</td>
<td>08/97</td>
<td>Jackson</td>
<td>Manager, medicine</td>
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Table 8. Listing of fatalities by industry, Oregon, 1997

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<tr>
<th>Event of injury</th>
<th>Program-related</th>
<th>Injury description</th>
<th>Age</th>
<th>Sex</th>
<th>Tenure mo/yr</th>
<th>County</th>
<th>Occupation</th>
<th>SIC</th>
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<tbody>
<tr>
<td>Government</td>
<td>+</td>
<td>Pinned by truck against fence 45 M 224 02/97 Clackamas Engineer tech, nec 9621</td>
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<tr>
<td>HMV accident</td>
<td>+</td>
<td>Automobile struck by truck 23 M 43 09/97 Klamath Police 9221</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>HMV accident</td>
<td>+</td>
<td>Automobile struck by truck 46 M 298 09/97 Klamath Supervisor, police 9221</td>
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<td></td>
<td></td>
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<tr>
<td>Explosion</td>
<td></td>
<td>Disposing of explosives 53 M 222 10/97 Baker Supervisor, police 9221</td>
<td></td>
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</tr>
</tbody>
</table>

Notes: + indicates the fatality was program-related.
Tenure is given in months.
* indicates the tenure is not known.
Table 9. Historical record of work-related fatalities

Work-related fatalities by industry, Oregon, 1997-1986

<table>
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<tr>
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<td>3</td>
<td>4</td>
<td>6</td>
<td>10</td>
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Note: Fatalities are classified according to the 1987 edition of the Standard Industrial Classification Manual.

Work-related fatalities by industry, Oregon, 1985-1976

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1Agriculture, forestry & fishing excludes forestry and fishing from 1966-71.
2Logging includes log hauling from 1945-71.
3Finance, insurance & real estate, wholesale trade, retail trade, and services were combined from 1945-75. Retail trade was included with wholesale trade from 1976-79.
### Work-related fatalities by industry, Oregon, 1975-1966

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### Work-related fatalities by industry, Oregon, 1965-1956

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1. Agriculture, forestry & fishing excludes forestry and fishing from 1966-71.
2. Logging includes log hauling from 1945-71.
3. Finance, insurance & real estate, wholesale trade, retail trade, and services were combined from 1945-75.
4. Retail trade was included with wholesale trade from 1976-79.
Table 9. Historical record of work-related fatalities (con’t)

Work-related fatalities by industry, Oregon 1955-1945

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1Agriculture, forestry & fishing excludes forestry and fishing from 1966-71.
2Logging includes log hauling from 1945-71.
3Finance, insurance & real estate, wholesale trade, retail trade, and services were combined from 1945-75. Retail trade was included with wholesale trade from 1976-79.

Work-related fatalities by industry, Oregon 1943-1944

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<td>Sawmills &amp; allied</td>
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<tr>
<td>Shipbuilding</td>
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<tr>
<td>Total</td>
<td>122</td>
<td>162</td>
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</tbody>
</table>


Data from 1980 forward were coded using the 1987 edition of the Standard Industrial Classification Manual. The earlier data remain coded according to the classification originally used.

Not all of the recorded fatalities from 1966-76 were accepted as compensable claims.
Appendix A  Glossary of terminology
Appendix B  Technical notes: scope and methodology
Appendix C  Descriptions of 1997 fatal cases by industry
**Appendix A**

**Glossary of terminology**

**Accepted fatality claims:**
Claims accepted by insurers and received by the Workers’ Compensation Division for fatal benefits. Also called work-related or compensable fatalities.

**Occupation:**
Identification of the nature of work of the employee. The occupation is classified in accordance with the 1990 Census of Population Alphabetical Index of Industries and Occupations.

**Program-related fatality:**
A compensable fatality that might have been prevented by following a specific safety regulation, general duty clause, or good safety and health practices. (For specific criteria, see Appendix B.)

**Standard industrial classification (SIC):**
A classification system developed by the Office of Statistical Standards, Executive Office of the President/Office of Management and Budget, for use in classifying firms by the type of activity in which they are engaged. Each establishment of a firm is assigned an industry code for its major activity, which is determined by the product or group of products produced or services rendered. The 1987 Edition of the SIC manual was utilized for coding all fatalities.

**Tenure:**
The length of time, in months, that an employee had been working for the employer at the time of the fatal injury or the diagnosis of the fatal illness.

**The department:**
Oregon Department of Consumer & Business Services.

**Accident event or exposure:**
Identification of the event or exposure situation which directly resulted in the injury or illness.

---

**Appendix B**

**Scope**
The data presented in this report are based on accepted disabling work injury and illness claim documents received by the Workers’ Compensation Division of the Department of Consumer & Business Services during the 1997 calendar year for employees covered under the Oregon Workers’ Compensation Law. The law covers every employer who employs one or more subject workers in Oregon. Excluded from mandatory coverage are the following nonsubject workers: household employees; casual labor; employees subject to federal laws (Railroad Retirement Act, Federal Longshoremen’s and Harbor Workers’ Compensation Act, Jones Act, and Federal Employees’ Compensation Act); City of Portland police and firefighters; workers engaged in the transportation in interstate commerce of goods, persons, or property by rail, water, aircraft, or motor vehicle and whose employer has no fixed place of business in Oregon, sole proprietors; partners and officers of corporations; amateur athletes; newspaper carriers; employees of religious, charitable, or relief organizations who work primarily for board and lodging or who receive only nominal reimbursements; owners of boating equipment engaged in the transportation of the public for recreational down-river boating activities pursuant to a federal permit; and owners and leaseholders of motor vehicles used as taxicabs or to transport logs, poles, pilings, rocks, gravel, sand, dirt, or asphalt concrete (see ORS 656.027). Any employer who has nonsubject workers may elect coverage by purchasing workers’ compensation insurance to cover compensation liability.

Due to an increased demand by users for a more detailed coding structure, Bureau of Labor and Statistics (BLS) recognized that a new, comprehensive, detailed coding scheme would be needed.

Starting in 1992, the new classification structure known as the Occupational Injury and Illness Classification System was implemented by the BLS. In 1996, Oregon converted the old coding structure to the new redesigned coding. As a result of this change, “Type of Accident” is now “Accident event.” Historical data were also converted to the new coding structure. As a result, data may differ from previous years’ publications.
The BLS Occupational Injury and Illness Classification System will enable safety and health professionals and other data users to better monitor work injuries and illnesses, educate workers about hazards associated with various jobs, promote safer work practices through enhanced job safety training, develop new safety equipment, assess and improve workplace safety standards, and target research.

**Methodology**

<table>
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<th>Occupation</th>
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<td>Technical, administrative support</td>
<td>203 - 235</td>
</tr>
<tr>
<td>and 303 - 389</td>
<td></td>
</tr>
<tr>
<td>Sales occupations</td>
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<tr>
<td>Service occupations</td>
<td>400 - 469</td>
</tr>
<tr>
<td>Farm laborers and managers</td>
<td>470 - 489</td>
</tr>
<tr>
<td>Loggers, foresters, fishers</td>
<td>494 - 499</td>
</tr>
<tr>
<td>and 890 - 901</td>
<td></td>
</tr>
<tr>
<td>Mechanics and repairers</td>
<td>503 - 549</td>
</tr>
<tr>
<td>Construction trades</td>
<td>550 - 599</td>
</tr>
<tr>
<td>Precision products, mining</td>
<td>613 - 699</td>
</tr>
<tr>
<td>Operators, except transport</td>
<td>704 - 799</td>
</tr>
<tr>
<td>Transport equipment operators</td>
<td>803 - 859</td>
</tr>
<tr>
<td>Laborers, except farm</td>
<td>863 - 899</td>
</tr>
</tbody>
</table>

A fatal case is recorded as program-related if it occurred at a workplace over which the Oregon Occupational Safety and Health Division had the primary jurisdiction, and if OR-OSHA plans to conduct an investigation of the incident based on the assumption that the fatal injury or illness resulted from the violation of a specific Oregon Safe Employment Act rule or the general duty clause or from the violation of a good safety or health practice that would be the subject of a safety or expanded enforcement letter. The plans to investigate an incident are indicated on the OR-OSHA 36(S) form.

If there is not an OR-OSHA 36(S) form, the case is recorded as program-related if the narrative description of the case indicates that there is a high probability that the injury or illness resulted from a violation of a specific Oregon Safe Employment Act rule, general duty clause, or good safety and health practice.

Fatalities that occur out-of-state are not considered to be under this jurisdiction. Transportation accidents are rarely considered to be program-related since there are too many variables for safety regulations to attempt to control. Homicides are not regarded as program-related.
Appendix C

Descriptions of 1997 Fatal Work-related Injuries and Illnesses by Industry

Agriculture, forestry & fishing - 4 fatalities
SIC 01-09

♦ A farm worker was on a break. As he was rolling rocks off a cliff, he slipped and fell approximately 200 feet over a series of cliffs (program-related, youngest worker, age 16).
♦ A ranch hand was caught in a thunderstorm while gathering up cattle. Both the worker and his horse were struck by lightning and killed.
♦ A nursery laborer was leaning against the back door of a bus and fell out as the driver was backing up to drive out of the field (program-related).
♦ A pilot was killed when his plane stalled and crashed while making a turn.

Mining - 1 fatality
SIC 10-14

♦ A mechanic fell from his boat while installing new pumps and waterlines at a lake, and drowned.

Construction - 11 fatalities
SIC 15-17

♦ A construction laborer was standing alongside a "coffin" box between the trench and the box. The coffin box tipped over and struck the worker. (program-related).
♦ A metal duct installer was moving materials across the roof. He fell through a floor opening, landing on packed rock 30-35 feet below (program-related).
♦ Three structural metal workers fell approximately 70 feet to the ground after a portion of an airport’s parking structure, currently under construction, collapsed (program-related).
♦ An electrician received two shocks while working on a step ladder, installing 277 volt overhead lighting. (program-related).
♦ A truck driver was struck by a drunk driver causing him to lose his steering and hit a rock piece, which caused the logs from his truck to come over the cab, killing the driver.
♦ A truck driver suddenly lost control of his truck and trailer, went off the road and down a 100-foot cliff (program-related, oldest worker, age 77).
♦ A truck driver was operating a dump truck that went off the road at the crush site and overturned into a pond (program-related).
♦ A construction laborer was working with a trencher operator. The worker was told by the operator to stay and wait for him while he tried to find an access road wide enough for the trencher. The operator returned to find that the victim had been run over by the trencher (program-related).
♦ A plumber was exposed to airborne asbestos fibers from 1975 to 1976 and died in 1995.
Manufacturing - 6 fatalities
SIC 20-39

♦ A millwright removed a wood block from beneath an air compressor. After the block was removed, the air compressor tipped over and fell on top of the worker (program-related).
♦ A welder was working on a steel erection and fell approximately 45 feet. He was not wearing any fall protection nor was he tied off (program-related).
♦ A millwright entered a railroad car to retrieve a dropped gasket. The railroad car was filled with nitrogen gas and the worker was overcome by the fumes (program-related).
♦ A material handler was on a railcar platform giving the go ahead for the conductor to move the train. The conductor looked back and saw the worker fall under the wheels of a coal car that was being hauled (program-related).
♦ A chipper operator was caught in the gears of a bark stripper machine while trying to repair the machine (program-related).
♦ A forester was removing a rifle from his truck; the rifle accidentally discharged and killed him.

Transportation and public utilities - 5 fatalities
SIC 40-49

♦ A truck driver was in a single vehicle accident. Cause of the accident was unknown (out-of-state - Washington).
♦ A truck driver lost control of his truck and overturned.
♦ A truck driver was traveling in a rock slide area. The truck collided with a large rock, hit the embankment, and rolled-over. The area was in a high dense fog bank, and due to the speed of the truck, the driver did not have enough time to see the large rock.
♦ A truck driver was struck by a loose log that fell from a passing log truck.
♦ A pilot was in a helicopter crash (out-of-state - Washington).

Wholesale trade - 2 fatalities
SIC 50-51

♦ A manager was welding on a scrap box dump bed. While lying across the controls, the worker accidentally released the dump bed and it came down on him (program-related).
♦ A sales worker was traveling through a construction zone and was flagged through. At the other end, a semi-truck was coming and was flagged to stop. Unfortunately, the truck driver did not have enough time to stop, went past the flagger, and ran head-on into the worker.

Retail trade - 6 fatalities
SIC 52-59

♦ A delivery driver of a small car was hit on the driver’s side by a large semi-truck.
♦ A motor vehicle operator lost control of his car causing the car to do several flips.
♦ A truck driver was traveling down a steep grade with a loaded dump truck. The truck went off the road, hit a ditch, and turned over.
♦ A service station attendant was shot to death during an attempted robbery.
♦ A cashier was shot and killed during a robbery.
♦ A bartender was stabbed to death during a robbery.
Services - 4 fatalities
SIC 70-89

♦ A mental health specialist was sledding with her clients while on a field trip. She flew off the inner tube, striking the porch of a lodge.
♦ A registered nurse was exposed to latex gloves which exacerbated her asthma condition causing her to have a severe asthma attack (program-related).
♦ An office manager was walking across the street while delivering x-rays and was struck by a truck.
♦ An attorney was killed in an airplane crash (out-of-state - Idaho).

Public sector - 4 fatalities

♦ An engineer specialist had backed his flat bed truck up to a fence. While he was behind the truck attempting to remove a lock on the fence, the parking brake failed on the truck allowing the truck to roll backwards, pinning the worker against a steel pole on the fence (program-related).
♦ Two police officers were traveling back to their office when their patrol car was struck by a chip truck (program-related).
♦ A police officer (an explosive expert) was carrying explosives when the dynamite blasting caps accidentally exploded.