

BEST'S HAZARD INDEX

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SIC CODES AND CLASSIFICATIONS

4213	Trucking, Except Local
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NAICS CODES AND CLASSIFICATIONS

484121	General Freight Trucking, Long-Distance Truckload
484122	General Freight Trucking, Long-Distance Less Than Truckload
48423	Specialized Freight (except Used Goods) Trucking, Long-Distance

ISO CODES AND CLASSIFICATIONS

RELATED CLASSIFICATIONS

[Automobile Body Repair Shops](#)

[Automobile Repair Shops And Oil Change Centers](#)

[Moving and Storage](#)

[Gasoline Stations - Full-Service And Self-Service](#)

[Warehousing](#)

RISK DESCRIPTION

The U.S. has the largest transportation system in the world, and while that system is comprised of various transport modes (e.g., trains, airplanes, and ships), the trucking industry accounts for roughly 75% of all domestic freight revenues annually. Every day, trucks transport a wide range of goods, ranging from food to iron ore, aluminum to furniture, and computers to livestock. In 1996, U.S. truckers hauled 6.5 billion tons of freight, traveling more than 166 billion miles. The trucking industry's annual gross freight revenue totals \$272 billion.

Long haul trucks may travel within the same state, from state to state, or across international boundaries. Customarily, long haul trucking usually involves travel exceeding 200 miles per trip; however, some may consider long haul travel to begin at 500 miles. Long haul truck drivers often carry goods from one location to another for periods of a day, a week, or even longer before returning home. Some companies use two drivers for longer runs; one person will drive while the other sleeps in a berth behind the cab. Such "sleeper" runs may last for days or even weeks, with drivers stopping only for fuel, food, and loading/unloading freight. Some drivers might have regular runs, transporting freight to the same destination time and again. Because shippers will request varying amounts of service to different cities every day, many drivers will have unscheduled runs.

Generally, company dispatchers will inform drivers when to report for work and where to haul their freight. Upon reaching their assigned destination, some long haul truck drivers may also be required to unload their own cargo. At other times, drivers may receive unloading assistance from workers at the destination site. Customers will usually sign receipts for goods received, and drivers may sometimes collect payment for freight delivered. At the end of their shifts, drivers must report any mechanical problems to their dispatcher and turn in receipts, money, and records of deliveries made. In addition, after reaching their destination or at the end of their shifts, long haul truck drivers are required by the U.S. Department of Transportation (DOT) to complete logbook reports about their trip and their truck's condition. Drivers must also provide the DOT with a detailed account of any accident in which they were involved.

The Interstate Commerce Commission (ICC), the first governmental agency to issue operating parameters on when, where, and what could be hauled and required financial reporting, was also responsible for developing and enforcing truck safety regulations, known as the Federal Motor Carrier Safety Regulations (FMCSR). The purpose of the FMCSR was to help reduce accidents, fatalities, and injuries by requiring truck drivers to have a commercial motor vehicle driver's license and by disqualifying drivers who operated trucks in an unsafe manner. Despite gradual deregulation of the trucking industry throughout the 1980s, the FMCSR remains a safety standard which professional truck drivers are obligated to follow. After the Motor Carrier Act of 1980, the regulatory power of the ICC was greatly diminished, and many reporting requirements for long haul truckers were eliminated or reduced. With deregulation came an increased number of new trucking companies as well as an increased amount of backhauling (i.e.,

when drivers do not return to their companies with empty trailers but rather pick up new loads at other destinations). In 1995, Congress passed legislation abolishing the ICC; however, this same legislation later created the Surface Transportation Board as a division of the DOT. This Board now performs the few regulatory tasks that had remained a part of the ICC.

Several departments of the federal government still play key roles in regulating the trucking industry. The DOT regulates truck size and weight, minimum liability insurance, container requirements for the safe transport of hazardous materials, and drivers' hours of operations. The Environmental Protection Agency (EPA) regulates hazardous waste transportation, and the Nuclear Regulatory Commission (NRC) regulates the transport of radioactive materials. Additionally, trucking operations must comply with state licensing requirements, along with size, weight, and designated-road regulations.

Long haul trucking may involve a single licensed commercial driver who owns and operates his or her own vehicle. These drivers will generally operate either as common (for-hire) carriers or as contract carriers for one or more companies. On the other hand, some trucking operations may involve large transportation companies that maintain fleets of vehicles numbering in the hundreds. Some of these larger operations will own their own vehicles, while others may lease their trucks. Often, the drivers for larger transportation companies are not independent operators, but are hired as employees of the company itself. In addition to drivers, trucking companies may also employ managers, dispatchers, mechanics, warehouse workers, and clerical personnel. Since the industry is so complex, exposures will vary significantly from one situation to another.

Truck drivers typically work 40 or more hours a week. The DOT is responsible for governing the number of hours drivers are allowed to work. According to DOT regulations, long haul truck drivers cannot be on duty for more than 60 hours over any 7-day period and are prohibited from driving more than 10 hours following at least 8 consecutive hours off duty. While the majority of travel is done on weekdays, many drivers also work weekends and holidays to avoid traffic delays and stay on schedule.

Long haul driving companies typically hire anywhere from 1 to over 100 drivers. The typical age of drivers varies; some being 25 or younger, while others are over the age of 65. The average age of truck drivers is 41 years old. Many long haul truck drivers have numerous years of experience; the average amount of driver experience is 15.7 years. Driver training is achieved from various sources, including truck driving schools, companies, and the military.

All drivers operating commercial motor vehicles are required to hold a commercial driver's license (CDL) issued by the state in which they live. Drivers of double/triple trailers or vehicle tanks are required to hold a special endorsement to their license. Some long haul drivers will transport hazardous materials. Federal regulations now maintain strict standards concerning all transportation of such materials. As a result of the Transportation Uniform Safety Act of 1990, drivers who haul hazardous materials are now required to take additional testing and must also hold a special endorsement to their CDLs.

In an effort to discourage illegal drug use and drunk driving among commercial motor vehicle drivers, Congress passed the Omnibus Transportation Employee Testing Act in 1991 that requires employers to test their drivers for the use of alcohol and controlled substances. These testing requirements apply to all individuals who operate interstate and intrastate commercial motor vehicles.

On average, however, long haul drivers are involved in fewer accidents than most other types of motorists. The American Trucking Association (ATA) reports that, mile for mile, truck drivers have fewer than half the number of accidents that automobile drivers do.

The majority of trucking companies will be located in buildings that are freestanding structures; occasionally, however, they may be attached to another business or part of a multi-occupancy building. Their operations will generally consist of a reception area, offices, a dispatch room, truck terminals for the loading and unloading of freight, garages, repair/service areas, outdoor parking areas, restrooms, and a "truckers" or employee lounge. Hours of operation will vary. Many will operate 24 hours a day, 7 days a week. However, office areas may typically be open from 7 a.m. to 5 p.m., with some extended hours possible in the evenings or on weekends.

MATERIALS AND EQUIPMENT

Tractor-trailer combinations, including box trailers, flatbed trailers, tank trailers, and tandem ("double-bottom") trailers.

Materials-handling equipment: hydraulic lifts, hand trucks, dollies, hand tools.

Garage and warehouse facilities: repair and maintenance equipment.

Office equipment: computer hardware and software.

NARRATIVE LINES OF BUSINESS

Automobile Liability

Exposures: Long distance traveling. Long, continuous hours on the road. Special license endorsements required for certain types of vehicles or cargo.

On-Site Inspection:

Vehicles - number; age; type; condition

Items to Investigate:

Drivers - age; training; experience; MVRs; CDLs

Do all drivers have appropriate license endorsements for the types of vehicles they are required to drive?

Are pre-employment road tests administered to employees? What types of skills must drivers demonstrate during the road test? Are road tests given using the same type of vehicle the employee will be driving?

Who is responsible for new driver training? Are driver trainees always accompanied by more experienced drivers?

Does the insured maintain driving records on all its vehicle operators? What is the scope of these records?

How often are drivers tested for drugs and alcohol? Who analyzes these tests?

Compliance with DOT regulations in handling positive test results

How does the insured educate its drivers regarding drug and alcohol abuse?

Safe-driver training program

Does the insured have its own mechanics on the premises or are these services contracted out?

Mechanics - qualifications; experience; appropriate CDLs

What is the scope of the insured's vehicle maintenance and service operations? What is the insured's maintenance schedule on its vehicles?

Are the insured's vehicles owned or leased?

Does the insured operate a fleet of vehicles?

Are the insured's trucks in compliance with both state and federal size regulations?

Radius of operations; frequency of travel; drivers informed of truck size and weight regulations for typical routes used

Hazards of typical routes used

How frequently do drivers operate vehicles in high traffic areas?

How are loads secured to prevent freight from shifting during transport?

Are drivers under delivery deadline pressures that could lead to unsafe driving practices?

Do drivers who operate vehicles during hours of darkness travel in pairs or alone?

Are drivers required to file reports of any motor vehicle accidents in which they were involved?

How long does the insured keep accident reports on file? (Minimum of one year is required in most states)

Does the insured comply with DOT regulations regarding immediate drug and alcohol testing of any drivers who have been involved in an accident? Are police-issued tests ever used?

Do employees ever use privately-owned vehicles for business purposes? Are certificates of insurance obtained for all personal vehicles that are used for such purposes?

Automobile Physical Damage

Exposures: High values of specialized vehicles. Training and experience of drivers. Nature of routes and cargo.

On-Site Inspection:

Specialized vehicles - number; age; type; condition

What is the condition of tires on the insured's vehicles?

What types of mechanical warning devices/gauges are installed on the insured's trucks?

Where are vehicles stored when not in use?

What security measures does the insured have in place to protect its vehicles from theft or vandalism? Are all vehicles installed with theft deterrent security alarms? Are a second set of concealed identification numbers etched on the insured's vehicles?

Items to Investigate:

Drivers - ages; training; experience; MVRs; CDLs (if required)

What is the loss history and maintenance schedule for each of the insured's specialized vehicles?

Typical road hazards faced by the insured's vehicles

What is the insured's method for the loading/unloading of cargo on the insured's trucks? Who is responsible for such activities?

What equipment is used to help load/unload trucks? Does the insured own this equipment?

Can the insured recover any portion of damages caused by an outside firm's loading/ unloading equipment?

What is the insured's policy regarding headlight usage during inclement weather?

Are drivers aware of differing speed limits in states where they must travel?

How are drivers' whereabouts monitored? Does the insured use a radio dispatcher(s) to maintain contact with drivers?

Do drivers inspect all tires before and after each trip?

How are loads of loose materials tied down or otherwise secured? Does the insured comply with all applicable state regulations regarding this practice?

How are oversized loads or objects secured on transport vehicles? Are appropriate markers used on all oversized loads in compliance with FMCSR recommendations?

Are drivers required to complete and sign written inspection reports of their vehicles at the beginning and end of each work shift? Are inspection reports required for all vehicles driven during a single shift?

Mechanics - qualifications; experience

Does the insured have a routine maintenance program in place? Are mechanics instructed to look carefully for signs of excessive wear and accumulations of dirt, oil, and grease?

Are water mufflers filled daily?

Are vehicles that give off sparks or flames from the exhaust system removed from service until all necessary repairs have been completed?

Are vehicles ever loaned out for use by other companies or individuals?

Does the insured have a history of theft or vandalism?

General Liability

Exposures: State standards and license requirements. Condition of premises and equipment. Slips, trips, and falls. Contractual Liability.

On-Site Inspection:

Is the insured located in a freestanding or multiple occupancy structure?

Layout of the premises

Does the insured operate a warehouse on the premises?

Level of housekeeping - sufficient space between office furniture; telephone and electrical cords routed away from walkways; floor coverings securely anchored and in good condition; stairs equipped with non-slip tread and sturdy handrails

Furnishings - age; type; condition

Are "Employees Only" signs displayed at entrances to restricted areas?

Electrical equipment - age; type; condition

Parking lots and walkways well lit and well maintained

Items to Investigate:

Hours of operation

Spills cleaned up promptly; floors swept and vacuumed daily; trash removed daily

Average and maximum number of visitors daily

Are visitors required to be accompanied by an employee at all times?

Does the insured rent, lease, or loan its drivers, trucks, or equipment to other companies?

Do non-employees ever assist in the loading/unloading of cargo?

Does the insured ever use forklifts for loading/unloading cargo? Is there an established traffic pattern for forklifts to help protect visitors from possible injury?

Does the insured have any multiple hold-harmless agreements? What liabilities are being assumed before considering contractual coverage?

Are customers required to sign a bill of lading before materials are transported? Are the drivers required to sign as well? What information is typically included on this document? How long are copies of these documents kept?

Does the insured ever transport hazardous materials? Is the insured in compliance with all Department of Transportation (DOT) and state regulations regarding the transport of hazardous materials?

Are active Record of Duty Status logbooks kept as required by the FMCSR? Does the insured keep copies of these logbooks maintained by all drivers for the recommended six months?

Does the insured require drivers to use paper logbooks or a paperless log system to monitor their travels?

Are drivers required to provide detailed reports of any accidents in which they were involved? Are copies of these reports kept on hand for at least one year in compliance with DOT regulations?

Have arrangements been made for prompt removal of ice and snow from walkways and parking lots?

Workers' Compensation

Exposures: Slips, trips, and falls. Lifting injuries. Injuries potentially caused by getting into or out of trucks. Fatigue.

On-Site Inspection:

Layout of the premises

Electrical equipment - properly grounded and in compliance with NFPA 70, National Electrical Code

Level of housekeeping - office furniture sufficiently spaced; telephone and electrical cords routed away from walkways; floor coverings securely anchored and in good condition; stairs equipped with non-slip tread and sturdy handrails

Does the insured maintain a warehouse on the premises?

Are forklifts used to help load/unload freight at the warehouse?

Are convex mirrors strategically placed in "blind spots" to help reduce the risk of forklift collisions or accidents?

Does the insured comply with FMCSR regulations regarding the maximum vertical height of two feet above ground on a truck's first step?

Are warnings posted regarding the height of any overhead obstructions?

Does the insured maintain fueling facilities or fuel storage areas on site? Are "No Smoking" signs posted in these areas?

Are LP-gas containers stored outdoors, away from common fire exposures?

Is there a first aid kit available in the insured's maintenance area?

All electrical equipment properly grounded

Items to Investigate:

Employees - number; age; training; experience; duties

Drivers - number; age; physical fitness; visual acuity; training; experience; MVRs; CDLs

What are the insured's hours of operation?

Spills cleaned up promptly; trash removed daily; floors swept and vacuumed daily

Are employees instructed in proper lifting techniques and stretching exercises?

Are proper aids provided to help in the loading/unloading of cargo (e.g., hand trucks, dollies, and rolling racks)?

Who is responsible for new employee training and supervision?

Are drivers ever allowed to be on the road for more than 60 hours during a 7-day period?

Drivers encouraged to take breaks when they are feeling fatigued

Are drivers required to file reports of any motor vehicle accidents in which they are involved?

All vehicles equipped with backup alarms

How long does the insured keep accident reports on file? (Minimum of one year is required in most states.)

How do drivers keep abreast of weather conditions where they will be traveling?

Have drivers been properly trained in the tying down of loose materials? Are such procedures typically performed by the driver alone?

Is there an established pattern of traffic for forklifts throughout the premises, and are all employees aware of this traffic pattern?

Are workers who may be exposed to hazardous chemicals required to wear appropriate protective gear?

Where are batteries recharged?

How well-ventilated are areas where hazardous fumes may build up?

Have any employees been trained in basic first aid procedures?

How does the insured store flammable liquids or gasoline?

Have employees been properly trained in the storing and dispensing of fuels?

What added safety precautions are in place when personnel must handle hazardous wastes or spills?

How are truck batteries disposed of?

Does the insured provide clear passageways for truck traffic throughout the premises?

Are drivers trained in various properties of hazardous cargo and procedures to follow in the event of an accident with such cargo?

Are only experienced drivers allowed to transport hazardous materials?

Does the insured evaluate applicants' physical abilities during the hiring process? If so, is a vision test included?

Are non-discriminatory, formal personality tests given to applicants during the hiring process?

How often does the insured require physical exams of its drivers?
What is the insured's practice on drug testing of job applicants?
Are drivers' previous drug test results from past employers investigated? Does the insured require written consent from applicants for the release of this information?
Does the insured have a random drug and/or alcohol testing policy in place?
What is the insured's practice in handling positive drug tests?

Crime

Exposures: Hijacking; theft of trucks, money, and equipment. Employee dishonesty.

On-Site Inspection:

Level of security
Doors equipped with double-cylinder, dead-bolt locks; windows equipped with tamperproof locks
Are ineradicable identification numbers etched onto trucks and equipment?
What type of an alarm system has been installed?
Do security personnel patrol the premises during non-working hours?
Are parking lots and sidewalks well lit?
Is the perimeter of the property fenced in?

Items to Investigate:

Average and maximum amounts of cash on hand daily
Are checks stamped "For Deposit Only" immediately upon receipt? Are cash, checks, and credit card receipts stored in a tool-, torch-, and explosive-resistant safe?
Who is responsible for making bank deposits? Are deposit times staggered?
Are accounting functions handled by more than one person?
Are periodic, unannounced audits and inventories conducted?
Are drivers ever required to carry money for personal expenses or to collect payments upon delivery of freight?
Does the insured require receipts for all "per diem" charges incurred? What kind of personal expense record keeping does the insured require of its drivers?
Are drivers required to keep daily records of fuel amounts consumed and their cost?
Does the insured usually handle high-value cargo?
Are vehicles ever left unattended or unlocked while drivers are making deliveries?
Have all applicants' references and previous employment records been verified?
What is the response time of the local police department?

Fire and E.C.: Property

Exposures: Inadequate wiring. Malfunctioning equipment. Smoking. Combustible gases or materials.

On-Site Inspection:

Building - age; construction; condition

Layout of premises

If the insured has fuel storage tanks on site, are they above or below ground? Are fuel storage tanks adequately spaced to prevent possible fire spread?

Are possible ignition sources kept out of areas where fuel is stored and dispensed?

Where does refueling of vehicles take place?

Flammable or combustible liquids or gases - type; amounts; storage location; condition of storage tanks; proper ventilation in areas where stored or dispensed

Level of housekeeping - adequate aisle space between desks; telephone and electrical cords routed away from walkways; floor coverings securely anchored and in good condition; stairs equipped with non-slip tread and sturdy handrails

Exposures from adjacent occupancies

Wiring - age; condition; sufficient to handle the electrical load; in compliance with NFPA 70, National Electrical Code

Electrical equipment - age; type; condition; properly grounded

Where do employees recharge truck batteries?

Is truck maintenance performed in specially designated areas?

Are "No Smoking" signs prominently displayed in areas where smoking is prohibited?

Are self-closing, fire-resistant receptacles provided in designated smoking areas?

Detection and suppression systems - age; type; condition

Is any overhead sprinkler piping marked for height to prevent truck drivers from hitting it with their vehicles?

Class ABC fire extinguishers - sufficient in number; easily accessible; annually tagged and inspected

Is the insured's property fenced in with "No Trespassing" signs displayed as a deterrent to vandalism?

Items to Investigate:

Average and maximum values exposed to loss

Are the premises owned or leased?

Trash emptied daily; floors swept or vacuumed frequently; spills cleaned up promptly

Are periodic inspections of the insured's wiring performed by a qualified electrician?

Inspection and service schedule of the insured's electrical equipment

Is a continuous power system or backup power source available?

Is the premises' heating system regularly inspected and maintained by a licensed professional?

Are drivers required to turn truck engines off while refueling or loading hazardous liquids or gases onto trucks?

Are battery recharging areas properly ventilated to prevent the buildup of hydrogen gas?

What safety precautions are in place for storage and handling of flammable and combustible liquids or gases?

What are the age, training, and experience of all individuals who handle flammable and combustible liquids or gases?

Is the insured in compliance with NFPA 30, Flammable and Combustible Liquids Code?

What is the insured's vehicle maintenance schedule?

Are any vehicles giving off sparks or flames or showing signs of overheating removed from service until repairs can be made?

What is the insured's smoking policy?

Are drivers permitted to smoke inside truck cabs?

Does the insured comply with DOT regulations regarding minimal distances between lit cigarettes, cigars, or pipes and trucks carrying flammable materials?

Have all employees been properly trained in the use of all types of fire extinguishers used by the insured?

Is each truck equipped with its own fire extinguisher of a type appropriate to the material(s) being transported and/or fuel being used?

Has the insured taken part in any pre-fire planning?

Response time of local fire department

Business Interruption

Exposure: Relocation could prove difficult.

Items to Investigate:

Are the insured's premises owned or leased?

Is the insured more dependent upon location or reputation for business?

Peak season

Time to repair or rebuild the premises

Could the facility remain in operation while repairs were being done?

Does the insured have additional facilities?

If unable to rebuild, how quickly could replacement facilities be located?

What is the availability of replacement equipment?

How quickly can high-priced cargo be replaced?

Does the insured rely on more than one freight customer for the bulk of its operations?

Contingency plan

Does the insured periodically back up its records?

Inland Marine

Exposures: Goods in transit. Computers. Valuable papers and records.

On-Site Inspection:

Computers - number; age; type; condition; etched with ID numbers

Forklifts and other mobile equipment - number; age; type; condition; etched with ID numbers

Does the insured have portable communication equipment (e.g., CB radios and/or dispatcher's radio)?

What office equipment and audiovisual equipment or cameras are on the premises?

Outdoor sign - type; condition; freestanding or anchored to the building

Items to Investigate:

In case of a loss, does the insured typically accept no responsibility for the cargo, total responsibility for the cargo, or something in between?

Does the insured's level of responsibility assumed for cargo losses vary from job to job?

Does the insured normally accept a released bill of lading (i.e., a contract between the carrier company and the client indicating the total weight, number of cartons shipped, class codes, descriptions of items, payment methods, and delivery identification numbers)?

What is the insured's position regarding backhauling?

How does the carrier protect its loads from theft while in transit?

Are trucks that haul valuable cargo equipped with burglar alarms?

Are cargo-laden trucks ever left on streets or in truck stops unattended and/or unlocked?

How frequently are trucks used for transporting liquids or perishables cleaned to avoid possible cargo contamination?

Does the insured use any customized software?

Are backup copies of essential computer software stored in an NRTL-listed, fire-resistant safe off premises?

Copies of billing records, bank statements, endorsed checks, records of vehicular accidents, daily transactions, and other important documents stored off premises.

OSHA REFERENCES

OSHA Standards: (Pertinent OSHA standards that apply to this classification; for other appropriate OSHA standards, see the Introduction.)

1910.94	Ventilation
1910.101	Compressed Gases (General Requirements)
1910.102	Acetylene
1910.103	Hydrogen
1910.104	Oxygen
1910.106	Flammable and Combustible Liquids
1910.110	Storage and Handling of Liquefied Petroleum Gases
1910.119	Process Safety Management of Highly Hazardous Chemicals
1910.132	General Requirements
1910.133	Eye and Face Protection
1910.134	Respiratory Protection
1910.135	Occupational Head Protection
1910.138	Occupational Hand Protection
1910.171	Handling Materials - General
1910.178	Powered Industrial Trucks
1910.1200	Hazard Communication