

The State of Work



Transportation, Distribution, and Logistics in the Inland Empire

FEBRUARY 2024



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APPENDICES

APPENDIX 1: SUPPLEMENTARY TABLES

TRANSPORTATION AND WAREHOUSING: A LARGE AND RAPIDLY GROWING INDUSTRY IN THE IE

Table 1 shows the top 5 employing industries in the Inland Empire, which employ 57 percent of the total number of jobs (or employed workers) in the region for the most recent year provided by the Quarterly Workforce Indicators (QWI). In Table 1 “Other So Cal” includes the following six Southern California counties that surround the IE: Imperial, Los Angeles, Orange, San Diego, Santa Barbara, and Ventura.

According to Quarterly Workforce data for 2021 (3rd quarter)-2022 (2nd quarter) and using 2-digit industry codes, the Transportation and Warehousing industry is the second largest employing industry in the Inland Empire, providing 13 percent of all jobs. It provides the largest percentage of jobs (16.2%) by industry in San Bernardino County and the fourth highest percentage of jobs in Riverside County (9.7%).

TABLE 1. PERCENTAGE OF TOTAL EMPLOYMENT IN THE TOP 5 EMPLOYING INDUSTRIES IN THE IE (2021 Q3-2022 Q2)

Industry	Jobs by Industry by Region				
	Inland Empire	Riverside	San Bernardino	Other SoCal	California
Total Employment	1,595,771	778,113	817,659	8,394,856	17,289,942
Health Care and Social Assistance	14.9	14.7	15.2	15.4	15.2
Transportation and Warehousing	13	9.7	16.2	3.6	4.6
Retail Trade	10.8	11	10.5	9.1	9.1
Accommodation and Food Services	9.9	11.5	8.3	9.1	8.8
Educational Services	8.4	9.1	7.7	8.2	8.2

Source: QWI (2-digit industry codes)

The actual extent of employment in transportation and warehousing occupations is even larger since many are employed as warehouse workers, truck drivers, and those who supervise and manage those occupations are employed in other industries, including Employment Services (which includes the Temporary Help industry), Retail Trade, and Wholesale Trade industries.

The Transportation and Warehousing industry is not only large, but has grown rapidly in the past five years (See Table 2). Overall employment in the Inland Empire has increased by 12.61 percent during the last five years, compared to 3.95 percent in California. Notably, the Transportation and Warehousing employment jumped from 11,2058 to 20,5863, marking an increase of 83.71 percent over the five-year period. As shown below, the percent increase in the Transportation and Warehousing industry was greater in San Bernardino (nearly 87 percent) than in Riverside (about 74 percent).

Other workers in the region besides those directly employed in this industry have been affected by the growth of this industry, including those building warehouses, repairing roads, providing supplies to warehouses and truckers, or selling food and refreshments to those employed in this industry.

TABLE 2. TRENDS IN EMPLOYMENT OVER THE PAST 5 YEARS

	Inland Empire			Riverside			San Bernardino		
	Employment (2016 Q3- 2017 Q2)	Employment (2021 Q3- 2022 Q2)	Percent Change	Employment (2016 Q3- 2017 Q2)	Employment (2021 Q3- 2022 Q2)	Percent Change	Employment (2016 Q3- 2017 Q2)	Employment (2021 Q3- 2022 Q2)	Percent Change
Health Care and Social Assistance	204,298	236,099	15.57%	95,207	113,198	18.90%	109,091	122,902	12.66%
Transportation and Warehousing	112,058	205,863	83.71%	41,771	74,518	78.40%	70,287	131,345	86.87%
Retail Trade	170,858	170,541	-0.19%	84,662	85,077	0.49%	86,197	85,464	-0.85%
Accommodation and Food Services	147,020	156,334	6.34%	83,493	88,943	6.53%	63,527	67,391	6.08%
Educational Services	132,964	132,901	-0.05%	69,188	70,299	1.61%	63,776	62,602	-1.84%

Source Note: QWI data from 2016 Q3–2017 Q2 until 2021 Q3–2022 Q2 (2-digit industry codes)

TABLE 3. CHARACTERISTICS OF 6 SELECTED TDL OCCUPATIONS (4-DIGIT CODES)

Occupation Code	160	9130	9620	9640	9005	9600
Occupation Name	Transportation, Storage, and Distribution managers	Driver/Sales Workers and Truck Drivers	Laborers and Freight, Stock, and Material Movers, Hand	Packers and Packers, Hand	Supervisors of Transportation and Material Moving Workers	Industrial Truck and Tractor Operators
Number employed	4688	78126	70394	31701	6807	22597
Average earnings	66424	45142	28887	24555	53830	32879
Percentage that work 35 hours per week or more	83	80	65	71	88	87
Percentage that work 50-52 weeks per year	81	75	60	57	87	76
Percentage with Medical insurance covered by employer	71	54	51	42	76	56
Percentage that are women	22	8	28	58	29	11
Percentage that are Black or Latino	60	73	76	89	69	86
Percentage that are foreign born	26	38	27	42	21	33
Time spent traveling to work	34	37	29	27	34	29
Percentage with a BA degree or above	24	5	4	5	11	3

Occupation Code	160	9130	9620	9640	9005	9600
Occupation Name	Transportation, Storage, and Distribution managers	Driver/Sales Workers and Truck Drivers	Laborers and Freight, Stock, and Material Movers, Hand	Packers and Packers, Hand	Supervisors of Transportation and Material Moving Workers	Industrial Truck and Tractor Operators
Percentage with some college	28	22	23	17	29	16
Percentage with high school degree	44	54	57	54	54	61
Percentage with less than high school	4	19	16	24	5	20
Minimum age	21	16	16	16	19	18
Maximum age	81	94	85	87	77	88
Average age	42	43	34	35	40	38
Median age	40	45	31	33	37	36

Notes: data are sourced from the American Community Survey (ACS) provided by IPUMS (2021 5-year file)

Earnings are Lower in the IE Compared to the State and Neighboring Southern California Counties

Table 4 below shows the average monthly earnings in the Transportation and Warehousing industry and for all industries overall by region in the most recent year of data provided by QWI. Within this sector and all industries, average monthly earnings are lower in the Inland Empire than in other Southern California counties and California, although the difference is smaller within the Transportation and Warehousing industry which is relatively lower paying compared to all industries combined.

TABLE 4: AVERAGE MONTHLY EARNINGS BY INDUSTRY

Industry	Inland Empire	Riverside	San Bernardino	Other SoCal	California
Overall	4,872	4,789	4,950	6,268	7,141
Transportation and Warehousing	4,372	4,353	4,383	5,729	5,983

Source: QWI, 3rd Qtr, 2021-2nd Qtr, 2022 (2-digit industry codes)

TABLE 5. TDL REPORT FOR 25 NAICS CODES (2022)

NAICS Code	Number Employed	Percentage Black or Latino	Percentage Women	Average Monthly Earnings (Beginning of Quarter)
4231 Motor Vehicle and Motor Vehicle Parts and Supplies Merchant Wholesalers	8234	57	28	5681
4232 Furniture and Home Furnishing Merchant Wholesalers	3152	56	38	8304
4233 Lumber and Other Construction Materials Merchant Wholesalers	4254	63	24	6139
4234 Professional and Commercial Equipment and Supplies Merchant Wholesalers	5818	47	39	5563
4235 Metal and Mineral (except Petroleum) Merchant Wholesalers	1939	61	25	6831
4236 Household Appliances and Electrical and Electronic Goods Merchant Wholesalers	3615	42	35	5578
4237 Hardware, and Plumbing and Heating Equipment and Supplies Merchant Wholesalers	4972	60	26	6613
4238 Machinery, Equipment, and Supplies Merchant Wholesalers	6525	52	26	5555
4241 Paper and Paper Product Merchant Wholesalers	1639	50	34	6193
4242 Drugs and Druggists' Sundries Merchant Wholesalers	2166	40	56	5528
4243 Apparel, Piece Goods, and Notions Merchant Wholesalers	1867	56	52	4790
4244 Grocery and Related Product Merchant Wholesalers	12021	68	30	5877
4245 Farm Product Raw Material Merchant Wholesalers	390	56	31	6249
4246 Chemical and Allied Products Merchant Wholesalers	1211	52	34	6600
4247 Petroleum and Petroleum Products Merchant Wholesalers	612	55	24	5642
4248 Beer, Wine, and Distilled Alcoholic Beverage Merchant Wholesalers	757	64	16	4451
4249 Miscellaneous Nondurable Goods Merchant Wholesalers	3868	51	36	4425
4821 Rail Transportation
4841 General Freight Trucking	26162	71	19	6030
4842 Specialized Freight Trucking	8597	68	17	5223
4885 Freight Transportation Arrangement	4402	66	35	4587
4911 Postal Service	162	10	36	5883
4921 Couriers and Express Delivery Services	22278	70	26	6715
4931 Warehousing and Storage	135115	69	46	6206
8113 Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance	2517	45	16	5368

Notes: The data in Table 6 are from QWI. The values are the average over the four quarters in 2022 weighted by the number of employed.

TABLE 6: TOP 20 INDUSTRIES BY EMPLOYMENT IN RIVERSIDE COUNTY

Rank	NAICS	Industry	Employment	Earnings
1	7225	Restaurants and Other Eating Places	70317	2212
2	4931	Warehousing and Storage	57291	3753
3	6111	Elementary and Secondary Schools	56198	5760
4	6241	Individual and Family Services	34117	1713
5	6221	General Medical and Surgical Hospitals	23350	7388
6	5613	Employment Services	20023	2813
7	2381	Foundation, Structure, and Building Exterior Contractors	19747	3632
8	7211	Traveler Accommodation	19461	4093
9	2382	Building Equipment Contractors	18914	5329
10	4451	Grocery and Convenience Retailers	16297	2978
11	5617	Services to Buildings and Dwellings	15066	3472
12	2383	Building Finishing Contractors	13505	3723
13	4552	Warehouse Clubs, Supercenters, and Other General Merchandise Retailers	12590	3210
14	6211	Offices of Physicians	11556	7044
15	7139	Other Amusement and Recreation Industries	10501	2659
16	9221	Justice, Public Order, and Safety Activities	9944	7947
17	5616	Investigation and Security Services	9085	3460
18	9211	Executive, Legislative, and Other General Government Support	8517	6896
19	9231	Administration of Human Resource Programs	8405	7149
20	6113	Colleges, Universities, and Professional Schools	8176	5596

Notes: This table shows the top 20 industries by employment in Riverside County in 2022 using 4-digit industry codes. The data are from QWI from the US Census Bureau. Among the 20 largest employing industries, warehousing and storage ranked first, while transportation industries are not among the top 20.

TABLE 7: TOP 20 INDUSTRIES BY EMPLOYMENT IN SAN BERNARDINO COUNTY

Rank	NAICS	Industry	Employment	Earnings
1	4931	Warehousing and Storage	78570	3613
2	7225	Restaurants and Other Eating Places	63623	2123
3	6111	Elementary and Secondary Schools	50011	5356
4	5613	Employment Services	41427	2600
5	6241	Individual and Family Services	31405	1854
6	6221	General Medical and Surgical Hospitals	29296	6498
7	4841	General Freight Trucking	19763	4914
8	4921	Couriers and Express Delivery Services	18128	3856
9	4451	Grocery and Convenience Retailers	14918	2979
10	9221	Justice, Public Order, and Safety Activities	14050	7984
11	6211	Offices of Physicians	13094	7720
12	2382	Building Equipment Contractors	12510	6325
13	4552	Warehouse Clubs, Supercenters, and Other General Merchandise Retailers	12011	3071
14	6214	Outpatient Care Centers	11244	7026
15	9211	Executive, Legislative, and Other General Government Support	10462	8559
16	2381	Foundation, Structure, and Building Exterior Contractors	9668	4401
17	5617	Services to Buildings and Dwellings	8067	3741
18	8111	Automotive Repair and Maintenance	7894	3904
19	4411	Automobile Dealers	7420	7915
20	4244	Grocery and Related Product Merchant Wholesalers	7196	5656

Notes: This table shows the top 20 industries by employment in San Bernardino County in 2022. The data are from QWI from the US Census Bureau. The top industries by employment in San Bernardino County are warehousing and storage, restaurants, elementary and secondary schools, employment services, and individual and family services. Among those industries, warehousing & storage ranked 1st (and average monthly pay in this industry is lower compared to Riverside County). General freight trucking ranked 7th and courier and express delivery services ranked 8th.

JOB QUALITY IN WAREHOUSE OCCUPATIONS: INEQUALITIES ACROSS INDUSTRIES

Workers employed in transportation and warehouse occupations confront unequal employment conditions across industries. For example, while warehouse workers are typically employed in the traditional ‘warehousing and storage’ industry, some are employed within other industries, such as Employment Services (which includes the temporary help industry) and the electronic shopping industry.

Table 8 below shows how various aspects of job quality among warehouse workers differ across these three industries in the most recent 5-year ACS data. In the Inland Empire, most employees of “freight, stock, and material handlers” work in “warehousing and storage” industry, followed by “electronic shopping” and “employment services.” “Warehousing and storage” have the largest share of workers employed full-time (35 hours or more per week) and full-year (50-52 weeks per year, and thus they have the highest median income. On the other hand, temporary agency workers in the “employment services” have the lowest median wages, partly related to the smaller share of workers that are full-time and full-year. Workers in “electronic shopping” are more likely to have health benefits (or employer-provided health insurance), while workers in the “employment service” are the least likely to have health benefits.

TABLE 8: JOB QUALITY IN THE OCCUPATIONS OF “FREIGHT, STOCK, AND MATERIAL HANDLERS” IN THE IE

Industry	Median Wage	% Employed full-time	% Employed full-year	% with Health Benefits
Electronic shopping	\$21,579	75.96%	70.61%	72.86%
Employment services	\$15,700	70.65%	52.28%	34.63%
Warehousing and storage	\$24,074	89.38%	78.18%	51.45%

Source: ACS 2021 5-year file

For five common blue-collar and non-supervisory warehousing occupations, including “laborer and freight, stock, and material movers, hand,” “packers and packagers, hand,” most workers are employed in the traditional “warehousing and storage” industry, followed by the newer “electronic shopping” industry, with the least number employed in the “employment services” industry in the Inland Empire. On the other hand, while “warehousing and storage” have the largest percentage of full-time and full-year workers, the percentage of full-year workers is lower in “employment services” than in “electronic shopping,” and the percentage of full-time workers is higher in “Employment services” than in “Electronic shopping.” Across all industries, median wages are relatively low.

TABLE 9: JOB QUALITY IN FIVE COMMON BLUE-COLLAR AND NON-SUPERVISORY WAREHOUSING OCCUPATIONS IN THE IE

Industry	Median Wage	% Employed full-time	% Employed full-year	% with Health Benefits
Electronic shopping	21579	71.99%	70.31%	70.24%
Employment services	19076	78.79%	58.53%	33.53%
Warehousing and storage	25434	91.15%	80.18%	53.66%

Source: ACS 2021 5-year file, Inland Empire

SELF-EMPLOYMENT IN TRANSPORTATION AND WAREHOUSING

A large and increasing number of workers in the Transportation and Warehousing industry are self-employed workers, some of whom are misclassified employees. While there can be some benefits to self-employment, self-employed workers typically do not enjoy the same labor rights as other employed workers and many struggle to earn a good living after paying for their materials and supplies, including maintaining their own trucks and paying for gas.

Figure 1 below shows the rise in the absolute number of self-employed workers in the Transportation and Warehousing industry between 2005 and 2022. Overall, the number of people engaging in self-employed activities in the transportation and warehousing sector was around 15,463 in the Inland Empire, 45,946 in Southern California, and 78,966 in California in 2005. During 2005-2022, people engaged in self-employment in transportation and warehousing have increased by 41.9 percent, 82.9 percent, and 82.6 percent in the Inland Empire, Southern California, and California respectively.

FIGURE 1. NUMBER OF SELF-EMPLOYED WORKERS IN TRANSPORTATION AND WAREHOUSING, 2005-2022

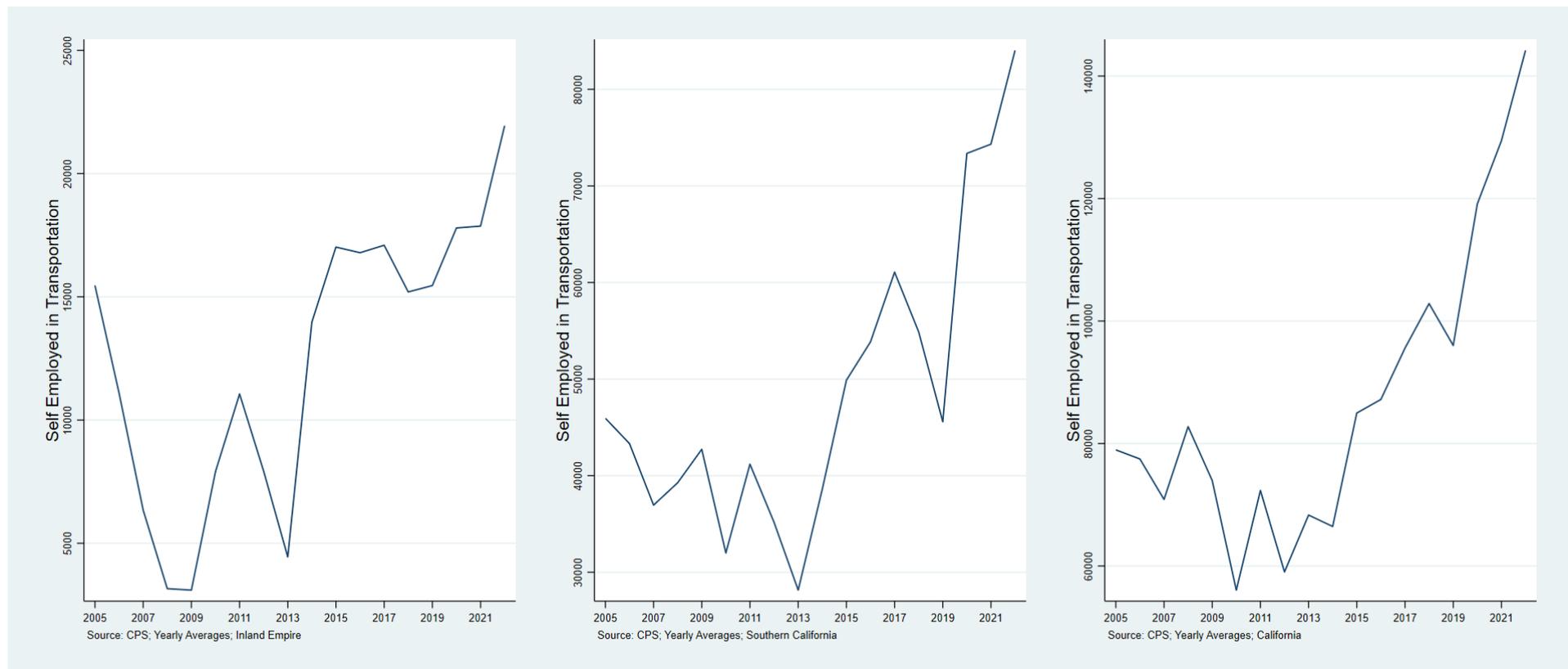


Figure 2 plots the number of self-employed workers in Transportation and Warehousing by incorporation status. There are two categories of workers – incorporated and not-incorporated. Incorporated self-employed are individuals that run their business or practice as a separate legal entity. Not-incorporated self-employed are individuals that run their own business which does not have a legal entity of its own.

Non-incorporated self-employed individuals are higher than incorporated self-employed since 2005. In 2005 in California, out of the total self-employed, 79 percent were engaged in non-incorporated activities. A large increase is observed in the non-incorporated self-employed after 2014, which increased from 47,327 to 71,040 between 2014-2015 in California. Since then, this percentage has generally increased with minor dips in 2019. A similar increase is seen in the incorporated self-employed after 2018. The number of people conducting registered self-employment activities increased in California by 11,510 between 2018-2019. With the high increase of incorporated self-employed in 2018 the share of self-employed in non-incorporated activities is moving downwards and currently stands at 67 percent.

FIGURE 2. NUMBER OF SELF-EMPLOYED WORKERS IN TRANSPORTATION & WAREHOUSING BY INCORPORATION STATUS, 2005-2022

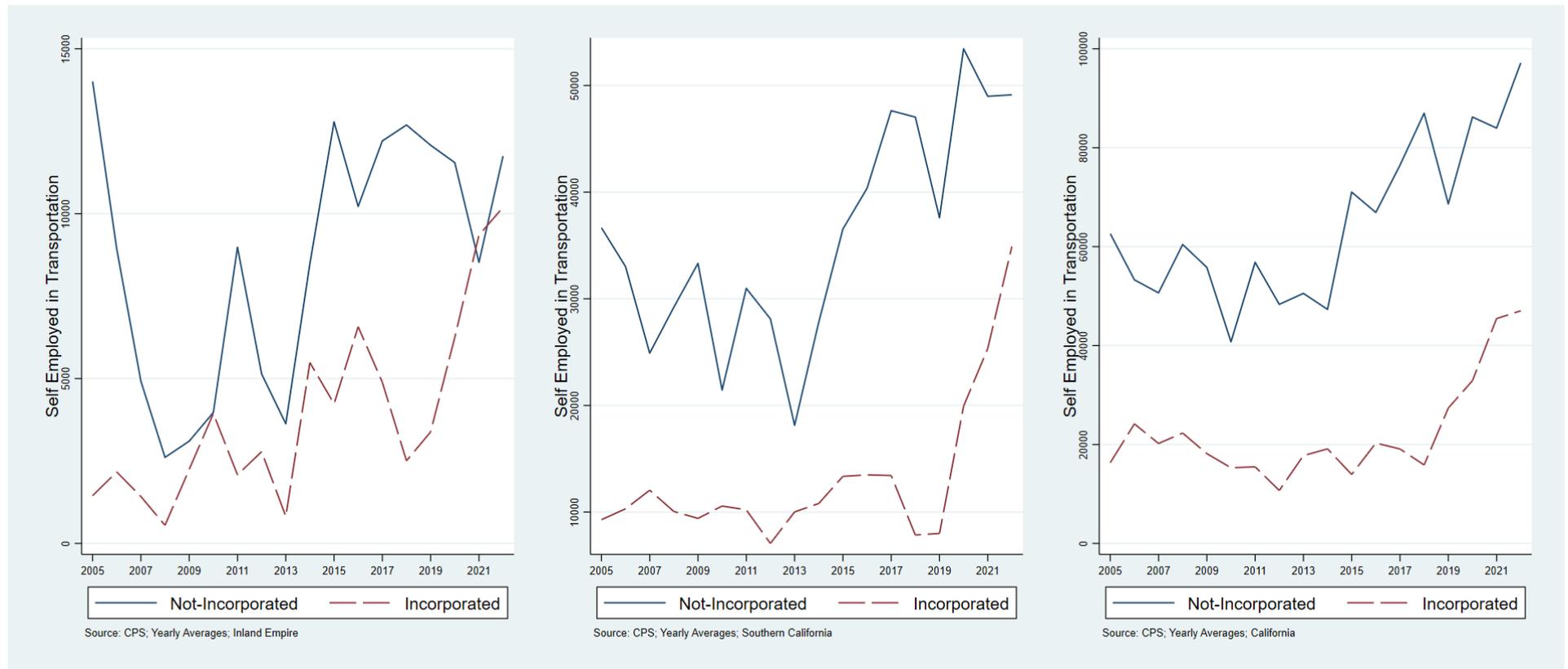
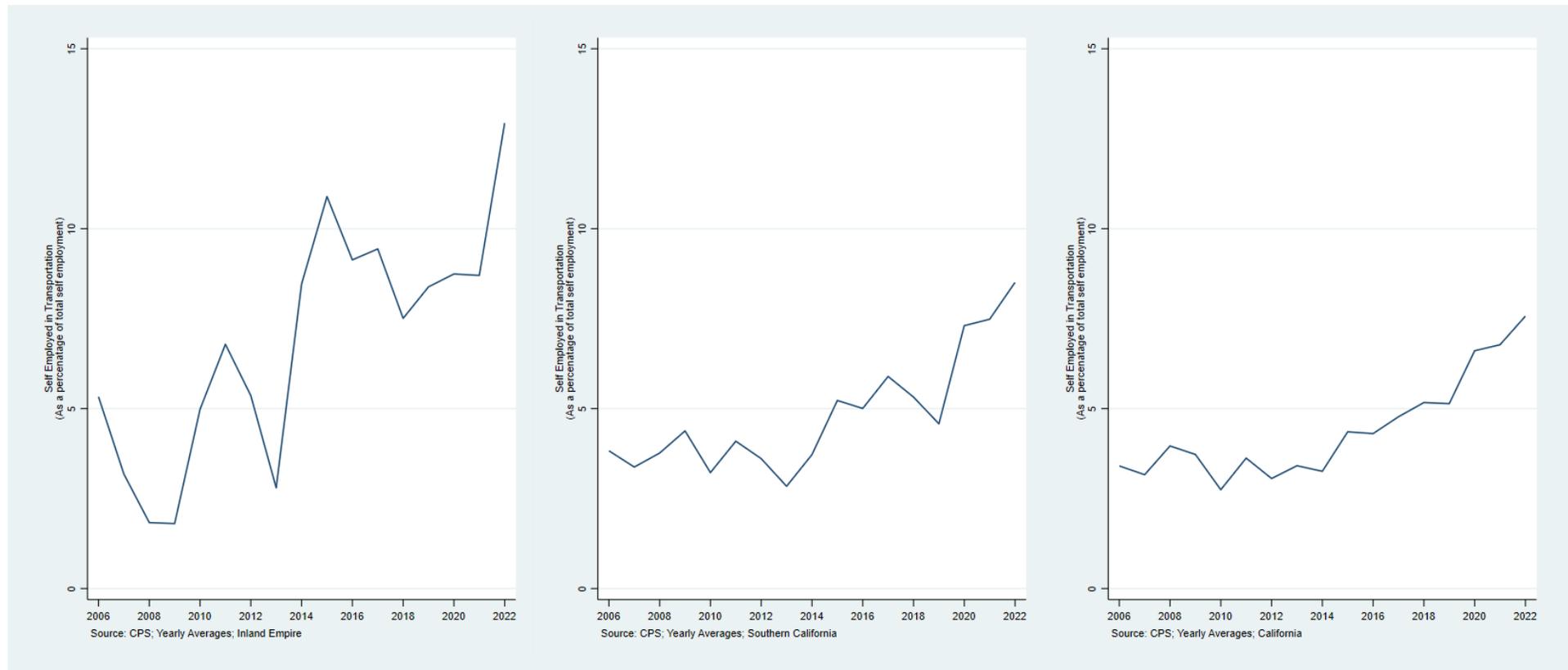


FIGURE 3. SELF-EMPLOYED IN TRANSPORTATION & WAREHOUSING AS A PERCENTAGE OF ALL SELF-EMPLOYED WORKERS, 2005

Notes: (from left to right) Panel A shows Inland Empire, Panel B shows Southern California (4 metropolitan regions are included: El Centro; Los Angeles-Long Beach-Anaheim; Los Angeles-Long Beach-Santa Ana; Oxnard-Thousand Oaks-Ventura; Riverside-San Bernardino-Ontario), Panel C shows California.

Figure 3 plots the number of self-employed workers in transportation and warehousing as a percentage of all self-employed workers to give us a glimpse of the role that sector plays in the growth of self-employment. Among all self-employed workers in California, the percentage employed in the transportation and warehousing sector has been on the rise since 2014. The same trends are seen for Southern California. Between 2006 and 2014, the share of self-employed in transportation and warehousing as a percentage of all self-employed workers remained below 5 percent in both California as a whole, and the Southern California region. Since 2014, this percentage has risen to around 8-9 percent. The trends for the Inland Empire are somewhat similar but the sample size is limited, reducing the certainty of these findings. However, the overall trend has been on the rise for the region as well.

The pandemic had no effect on the increase in self-employment in transportation and warehousing. This points towards the strong growth of the sector. Both Figure 3 and Figure 4 show that the share of self-employed in transportation is on the rise recently among the total of self-employed workers and

total employed workers in transportation for California, the Southern California region, and the Inland Empire. In sum, the absolute rise in self-employment in transportation has been faster not only compared to self-employment generally, but the sectoral growth in employment as well.

Figure 4 and Figure 5 below show the composition of the transportation and warehousing sector by class of workers. In California, the current ratio of self-employed workers to salaried workers in the sector is around 0.15. However, Figure 5 shows that self-employment in transportation and warehousing as a percentage of total employment in transportation and warehousing has been on the rise in California over the last decade. Southern California follows the same pattern as the state average.

FIGURE 4. RATIO OF SELF-EMPLOYED TO SALARIED IN TRANSPORTATION AND WAREHOUSING

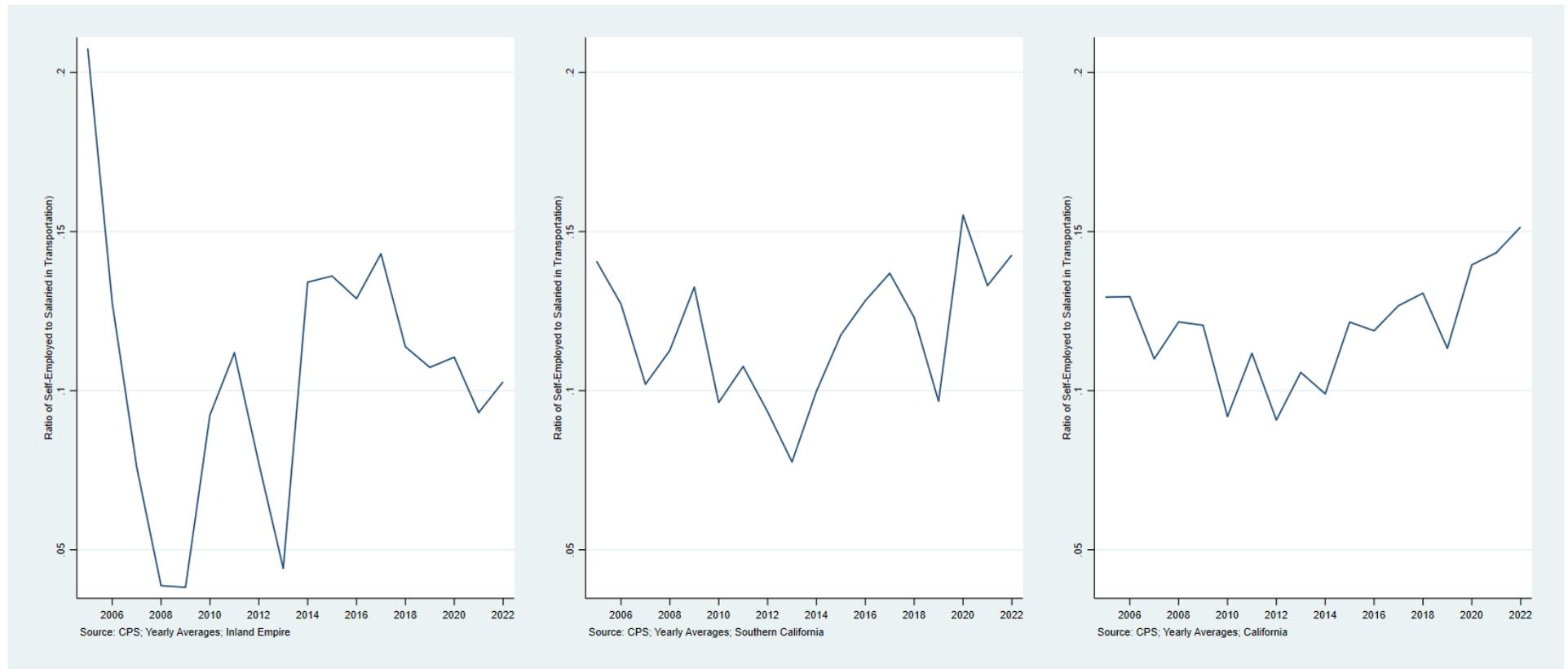
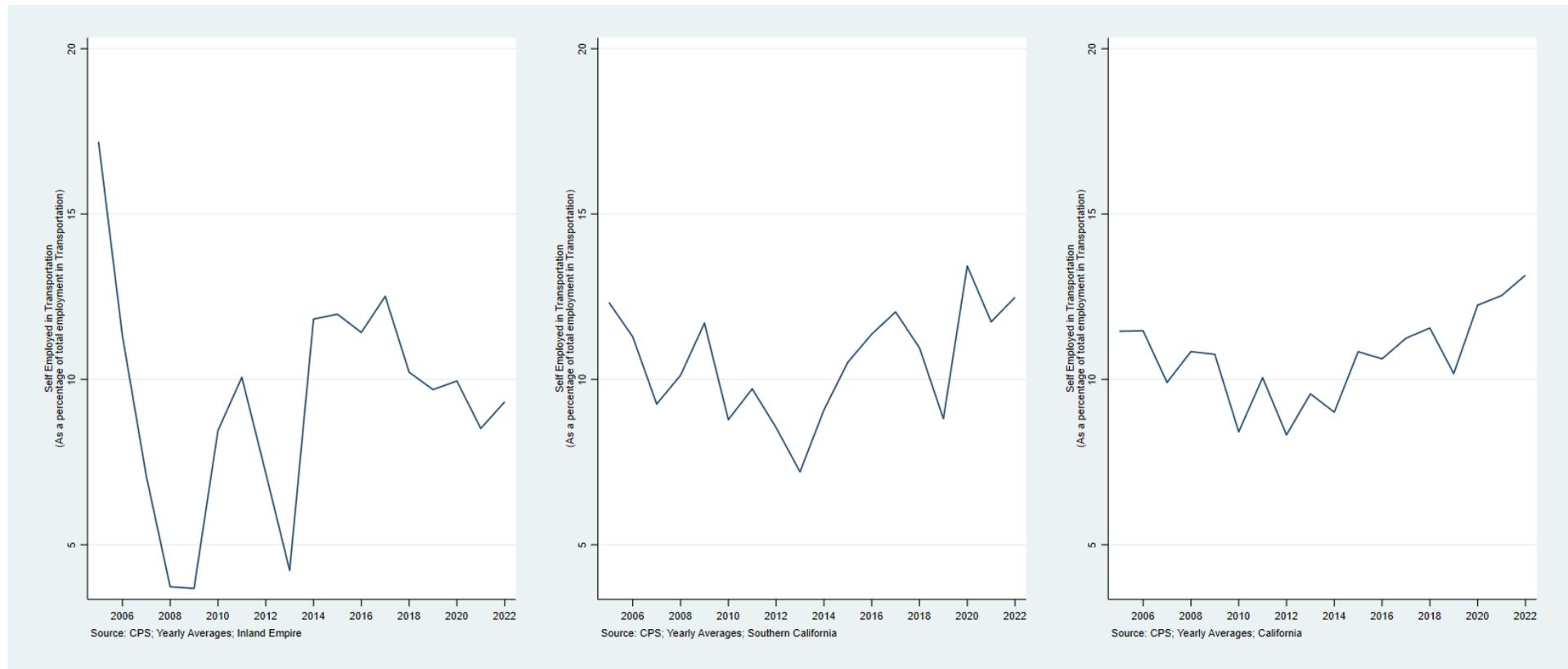


FIGURE 5. SELF-EMPLOYED IN TRANSPORTATION AND WAREHOUSING



In both California and Southern California, the percentage of self-employed workers to total employed workers in transportation and warehousing bottomed out at around 7-8 percent in 2012 and then rose to close to 13 percent in 2022. The data for the Inland Empire is a bit noisier, potentially due to the small sample size, but the share of self-employed as a percentage of total employed workers in transportation and warehousing for the county has hovered around 10 percent over the last decade. In other words, for every 10 employed workers in this sector, there is another worker who is self-employed within it. These self-employed workers include truck drivers who are owner-operators as well as other types of self-employed workers, such as gig workers that are classified as independent contractors.

In times of recessions – in 2008 and 2020 – the plots for California and Southern California show an uptick in the percentage of all employed workers in the transportation and warehousing industry who are self-employed. In other words, the number of self-employed workers in this industry rose more quickly than other forms of employment in transportation and warehousing during those recession years. This could be due to employers relying more heavily on self-employed workers as a way to cut labor costs as well as workers entering self-employment in response to shrinking employment opportunities within this sector.

TABLE 10. U.S. UNION DENSITY AND COVERAGE RATES IN SELECTED TDL OCCUPATIONS, 2023

Occupation	% Union Members	% Union Covered
Drivers/sales Workers & Truck Drivers	9.6%	10.50%
Industrial Tractor Operators/Forklift Drivers	11.50%	12.60%
Laborers, and Freight, Stock & Material Movers	12.20%	13.3%
Packers and Packagers, Hand	5.90%	6.5%
Shipping, Receiving, & Inventory Clerks	7.40%	8.60%
Stockers and Order Fillers	5.90%	6.5%
Supervisors of Trans. & Material Moving Workers	10.10%	11.20%
Transportation, Storage, & Distribution Managers	5.60%	6.70%

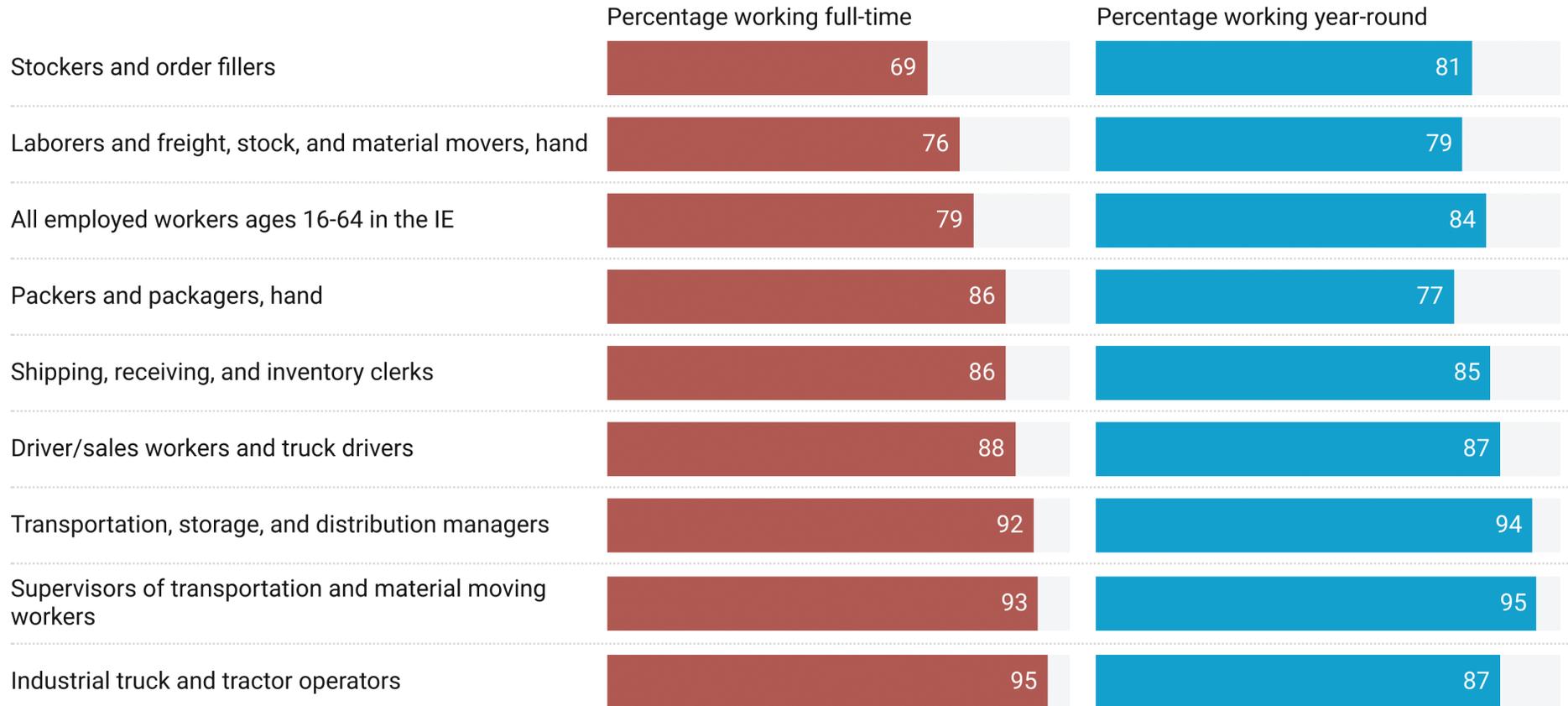
Notes: Percentages shown are for the percent of employed workers in the U.S.

Source: Hirsch, MacPherson and Even (2023), available at <https://unionstats.com>

FIGURE 6. FULL-TIME AND YEAR-ROUND WORK FOR SELECTED TDL OCCUPATIONS

Full-time and full-year work for select TDL occupations

Figures for each occupation are the percentage of employed workers in the occupation in the IE that work full-time (35 hours or more per week) and the percentage of employed workers in the occupation in the IE that work full-year (50-52 weeks per year). Data are restricted to employed workers ages 16-64.



Source: American Community Survey 5-Year Data, 2021 (from IPUMS) • Created with Datawrapper

APPENDIX 2: OCCUPATIONS USED IN QUANTITATIVE ANALYSIS

The occupational codes used in this report vary by the data set. We selected the most detailed occupational codes for each occupation available from that source that were available at the county level.

AMERICAN COMMUNITY SURVEY (AVAILABLE THROUGH IPUMS)

Using ACS data, we selected the eight occupational categories, which were the most detailed occupational categories available through IPUMS at the county level for blue-collar warehouse workers, heavy-duty and light duty truck drivers, and their supervisors and managers. Our descriptions below are from the U.S. Bureau of Labor Statistics' Division of Occupational Wage and Employment Statistics (May 2022). For warehouse workers, we selected five of the most common blue-collar and non-supervisory warehouse occupations, following De Lara (2013).

53-7062 Laborers and Freight, Stock, and Material Movers, Hand

According to the Bureau of Labor Statistics, workers employed in this occupation “manually move freight, stock, luggage, or other materials, or perform other general labor. Includes all manual laborers not elsewhere classified.” This occupational code excludes “Construction Laborers” (47-2061) and “Helpers, Construction Trades” (47-3011 through 47-3019). Excludes “Material Moving Workers” (53-7011 through 53-7199) who use power equipment.”

See: <https://www.bls.gov/oes/current/oes537062.htm>

53-7065 Stockers and Order Fillers

Workers employed in this occupation “receive, store, and issue merchandise, materials, equipment, and other items from stockroom, warehouse, or storage yard to fill shelves, racks, tables, or customers’ orders. May operate power equipment to fill orders. May mark prices on merchandise and set up sales displays.” This occupation excludes “Shipping, Receiving, and Inventory Clerks” (43-5071), “Laborers and Freight, Stock, and Material Movers, Hand” (53-7062), and “Packers and Packagers, Hand” (53-7064).

See: <https://www.bls.gov/oes/current/oes537065.htm>

53-7051 Industrial Truck and Tractor Operators

Workers employed in this occupation “operate industrial trucks or tractors equipped to move materials around a warehouse, storage yard, factory, construction site, or similar location.” Excluded from this occupation are “Logging Equipment Operators” (45-4022).

See: <https://www.bls.gov/oes/current/oes537051.htm>

53-7064 Packers and Packagers, Hand

Workers employed in this occupation, “Pack or package by hand a wide variety of products and materials.”

See: <https://www.bls.gov/oes/current/oes537064.htm>

43-5071 Shipping, Receiving, and Inventory Clerks

Workers in this occupation, “verify and maintain records on incoming and outgoing shipments involving inventory. Duties include verifying and recording incoming merchandise or material and arranging for the transportation of products.” These workers, “may prepare items for shipment.” The occupation excludes “Weighers, Measurers, Checkers, and Samplers, Recordkeeping” (43-5111), “Mail Clerks and Mail Machine Operators, except Postal Service” (43-9051), and “Stockers and Order Fillers” (53-7065).

See: <https://www.bls.gov/oes/current/oes435071.htm#ind>

53-3030 Driver/Sales Workers and Truck Drivers

According to the BLS, workers employed in this occupation include the following three types of workers:

- 53-3031 Driver/Sales Workers
- 53-3032 Heavy and Tractor-Trailer Truck Drivers
- 53-3033 Light Truck Drivers

53-3031 Driver/Sales Workers

Workers in this occupation, “drive truck or other vehicle over established routes or within an established territory and sell or deliver goods, such as food products, including restaurant take-out items, or pick up or deliver items such as commercial laundry.” These workers can also “take orders, collect payment, or stock merchandise at point of delivery.” This occupation does not include “Coin, Vending, and Amusement Machine Servicers and Repairers” (49-9091) and “Light Truck Drivers” (53-3033).

See: <https://www.bls.gov/ooh/transportation-and-material-moving/delivery-truck-drivers-and-driver-sales-workers.htm>

53-3032 Heavy and Tractor-Trailer Truck Drivers

Workers in this occupation “drive a tractor-trailer combination or a truck with a capacity of at least 26,001 pounds Gross Vehicle Weight (GVW).” Some of these workers are “required to unload truck[s].” Workers in this job are required to have a commercial drivers’ license. This occupation “includes tow truck drivers,” and “excludes “Refuse and Recyclable Material Collectors” (53-7081).

See: <https://www.bls.gov/oes/current/oes533032.htm>

53-3033 Light Truck Drivers

Workers in this occupation, “drive a light vehicle, such as a truck or van, with a capacity of less than 26,001 pounds Gross Vehicle Weight (GVW), primarily to pick up merchandise or packages from a distribution center and deliver.” This occupation “may load and unload vehicle.” This occupation does not include “Couriers and Messengers” (43-5021) and “Driver/Sales Workers” (53-3031).

See: <https://www.bls.gov/oes/current/oes533033.htm>

11-3071 Transportation, Storage, and Distribution Managers

Workers in this occupation “plan, direct, or coordinate transportation, storage, or distribution activities in accordance with organizational policies and applicable government laws or regulations.” This occupation “includes logistics managers.”

See: <https://www.bls.gov/oes/current/oes113071.htm>

53-1047 First-Line Supervisors of Transportation and Material Moving Workers, Except Aircraft Cargo Handling Supervisors

This occupation includes the following 2018 SOC occupations: “53-1042 First-Line Supervisors of Helpers, Laborers, and Material Movers, Hand; 53-1043 First-Line Supervisors of Material-Moving Machine and Vehicle Operators; 53-1044 First-Line Supervisors of Passenger Attendants; and 53-1049 First-Line Supervisors of Transportation Workers, All Other.”

See: <https://www.bls.gov/oes/current/oes531047.htm>

BURNING GLASS DATA ANALYSIS (NOVEMBER 2020 THROUGH OCTOBER 2021).

Heavy and Tractor-Trailer Truck Drivers

53-3032.00

According to O-Net Online, heavy and tractor-trailer truck drivers, “Drive a tractor-trailer combination or a truck with a capacity of at least 26,001 pounds Gross Vehicle Weight (GVW),” “may be required to unload truck,” and “requires commercial drivers’ license.” This occupation includes tow truck drivers as well as workers employed in job titles such as the following: “CDL Driver (Commercial Driver’s License Driver), Driver, Line Haul Driver, Log Truck Driver, Over the Road Driver (OTR Driver), Production Truck Driver, Road Driver, Semi Truck Driver, Tractor Trailer Driver, Truck Driver.”

See: <https://www.onetonline.org/link/summary/53-3032.00>

Light Truck Drivers

53-3033.00

According to O-Net Online, light truck drivers, “drive a light vehicle, such as a truck or van, with a capacity of less than 26,001 pounds Gross Vehicle Weight (GVW), primarily to pick up merchandise or packages from a distribution center and deliver.” They might be required to “load and unload vehicle[s].” This occupational code includes workers employed in job titles such as the following: “Bulk Delivery Driver, Delivery Driver, Driver, Light Truck Driver, Package Car Driver, Package Delivery Driver, Route Driver, Service Provider, Truck Driver, Warehouse Driver.”

See: <https://www.onetonline.org/link/summary/53-3033.00#:~:text=Read%20maps%20and%20follow%20written,statements%2C%20in%20accordance%20with%20regulations.>

Laborers and Freight, Stock, and Material Movers, Hand

53-7062.00

According to O’Net Online, laborers and freight, stock, and material movers, hand “manually move freight, stock, luggage, or other materials, or perform other general labor,” and it “includes all manual laborers not elsewhere classified.” This occupational code includes workers employed in job titles such as the following: Dock Worker, Laborer, Line Tender, Loader, Material Handler, Merchandise Pick Up Associate, Receiver, Receiving Associate, Shipping and Receiving Materials Handler, Warehouse Worker.”

See: <https://www.onetonline.org/link/details/53-7062.00>