Transport Safety Seminars June 2016
Housekeeping

- Please Turn off Your Mobile Phones
- FIRE Alarm
- Break Glass
- Sorry for the Interruption
- Sandwich
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Transport Safety Priorities
An Irish Perspective.....

Deirdre Sinnott
Senior Inspector
Work Related Vehicle Safety Program
Health and Safety Authority
Safety is a mind set
Transport Safety Seminar objective

• Sharing the ‘Big Data’
• Death and injury profile
• Issues of concern
• The cost of accidents to you and your sector
• What compliance looks like
• Preferred practices
• Key resources and guidance available
Work Related Vehicle Deaths 2009-2015

- 351 total workplace fatalities
- 152 work related vehicle deaths (43%)
  - Average of 22 work related vehicle deaths each year

Tractors involved in 30 fatalities

The Victims
- 130 Men
- 8 Women
- 14 Children

Most Dangerous Sectors
- Agriculture: 59 Deaths
- Construction: 18 Deaths
- Transport: 11 Deaths

Main Causes of Death
1. Hit or run over by a vehicle
2. Crushed or trapped by vehicle
3. Vehicle overturn
4. Fall from a vehicle

Most fatalities happened in:
- Cork (27)
- Tipperary (9)
- Dublin (13)
- Clare (8)
- Galway (9)

July most dangerous month

July
Work Related Vehicle Injuries 2009-2013

**Sectors Most Affected**

- **Public Admin**
- **Transport**
- **Manufacturing**
- **Retail**
- **Construction**
- **Healthcare**

**29,121 accidents reported to the HSA**

- **4,944 involved a work related vehicle (12%)**
- Real figure could be more than **13,000***

**Main Accident Triggers**

1. Losing control of vehicle or equipment
2. Pushing and pulling
3. Falls

**Causes of Injury**

1. Collision with object
2. Physical strain
3. Slips, trips and falls

**Most accidents happen between 8am and 11am**

**Items most associated**

- Vans
- HGV
- Loads / goods

*Estimates suggest that only 37% of work-related accidents are reported to the HSA*
Protecting Workers from Vehicle Risks
Who else needs protecting?
Main Killers

- People being struck by vehicles
- Work Related Road Collisions
- People falling from vehicles
- Vehicle impact & overturning
- Loads falling from vehicles
Main causes of injury

People struck by vehicle
Physical Strain
Slip, trips and falls
Items falling onto people
Activities most associated with deaths

Fork lift operations
- Forklift condition
- Training of driver
- Workplace arrangements

Loading and Unloading operations
- Loads falling onto people
- Falling from load area of vehicle
- Forklift operations
- Control of loading zones

Driving
- Reversing
- Slow speed manoeuvres
- Coupling/uncoupling of trailers
The people behind the numbers

Driver fatally crushed by cargo
Square timber load came through driver's cab when he lost control of vehicle because of high speed.

20 year old temporary worker fatally crushed by trailer during coupling.
Inexperienced worker crushed between tractor unit and trailer.

23 year old driver falls off semi-trailer while checking cargo.
Driver jumped down from side of trailer and broke his heel bone.
Unable to work for 2 months.

Tyre explodes on 44 year old driver during semi-trailer check.
Driver was inspecting tyre on side of road when it exploded.
He sustained several fractures to both hands.
Unable to work for 6 months.

Why do things go wrong?

- No or inadequate risk assessment
- Poor or non-existent communication
- Lack of understanding
- Unsuitable or defective equipment
- Time pressures
- Culture in the industry
Work Related Vehicle Safety

“Safe Systems Management Framework”

Vehicle selection and maintenance

Driver selection, training and management

Safe Workplace

Safe Journey
BeSMART.ie

Legal Requirement

- Identify Hazards

- Risk Assessment

- Prepare Safety Statement
Developed by BeSMART.ie

Online Tool
Free
Easy-to-use
YOU have the power……

to change the Transport harm and cost profile
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Vehicle Slips, Trips & Falls Info Sheet

"Watch Your Step"
Preventing Vehicle Related Slips, Trips and Falls

Vehicle related slips, trips and falls (STFs) are a leading cause of worker injury in Ireland. Workers who drive or work with trucks and vans are most affected. Drivers and transport workers claimable and out of their cars hundreds of times a week, and routinely access the rear and sides of their vehicles using platform and tail lifts. Transport operations often involve substances that can load to slippery surfaces. Oil, grease, diesel, rain, snow and ice can make the conditions even more dangerous.

This information sheet will help you understand the causes of vehicle STFs and what you can do to prevent them. It is aimed at employers, the self-employed, employees, suppliers, buyers, fleet managers and anyone who drives or works with vehicles.

According to injury reports to the HSA, trucks, vans and trailers are most commonly associated with vehicle related STFs. 40% happen between the hours of 9am and 1pm. Victims are predominantly male and aged between 25 and 54. Exiting vehicles was a factor in 45% of vehicle STF injuries. 24% of vehicle related slips, trips and falls lead to an absence from work of over one month. This can have a profound impact on the individual concerned and also a negative impact on business operating costs. The average employer liability claim cost for a vehicle related STF is €25,000.

Where do vehicle STFs happen?
HSA analysis shows that the areas most associated with vehicle STFs are:
- entering and exiting vehicles, particularly HGAs and vans,
- load platforms and loading area of trucks and vans,
- trailer platforms,
- 5th wheels area of HGAs,
- vehicle steps and ladders,
- vehicle tail lift,
- road tanker platforms, and
- uneven ground and damaged surfaces where vehicles are parked.

What causes vehicle STFs?
Most vehicle STFs are caused by:
- unsafe methods of entering or exiting vehicles and load platforms,
- unsuitable, damaged or missing steps to access vehicle areas,
- poor housekeeping leading to material laying around that is a trip hazard,
- using footwear that does not protect against injury or provide slip-resistance,
- poor vehicle and platform design and materials, in particular unsuitable steps, ladders and walk-on vehicle surfaces.

What does the law say?
Workplace health and safety law¹ says that:
- a vehicle is a workplace, and, like all workplaces, requires a written risk assessment to identify the relevant hazards and associated controls to achieve safe systems of work. Safe systems of work must include safe ways of entering and exiting a vehicle;
- designers, manufacturers, importers or suppliers of vehicles, tankers and trailers must make sure they are designed and constructed safely and provide relevant information to customers;
- suitable instruction and training must be provided to those who work in, on and around vehicles; and
- where the risk assessment identifies a need for Personal Protective Equipment (PPE) such as safety footwear then it must be provided by the employer.

There are also additional specific legal requirements for certain classes of vehicles, such as specific slip-resistant surfaces for small and large public service vehicles.

Entering and exiting vehicles:

Never jump from a vehicle.
Entering and exiting vehicles and equipment safety is important but often overlooked. When parking you should try to avoid uneven ground, potholes, kerbs, drains, puddles and ice.

Vehicle STF

- Trucks, vans and trailers common
- 40% from **9am to 1pm**
- Victims **male**
- Victims **aged 25 to 54**
- Exiting **vehicles** in 45%
- 24% lead to absence over one month
- Average claim €25,000
Where?

- entering & **exiting** vehicles
- load platforms & areas
- 5th wheel area of HGVs
- vehicle steps and ladders
- vehicle tail lifts
- road tanker platforms
- damaged surfaces where parked
Exiting & entering

45% Vehicle STF - exiting

• Never jump from a vehicle
• Find lighting or use torch
• Check not snagged
• Avoid distractions
• If cab steps not accessible, safe system
• Avoid uneven ground
• Check before stepping out
Open the Door,
Check the Floor
Vehicle steps

- Should be slip resistant
- Should be clean & good condition
- Allow ball of foot on each step
- Handholds allow proper access & full grip
- Keep both hands free
- Face the vehicle if safer
- Three points of contact
Safety footwear

- **Oil resistant soles** may not be slip-resistant
- ¾ transport workplaces need slip-resistance
- Check markings for SRA, SRB, SRC or UK Grip
- Trial before selection
- Inspect soles regularly
- Replace as needed
Style - 
Material - 
Colour -  
Specification - S3 W
Size - 9
Leather
Black
SRA
### SRC (SRA + SRB)

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<tr>
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<tr>
<td><strong>SRA</strong></td>
<td>0.56</td>
<td>0.52</td>
</tr>
<tr>
<td>ceramic + detergent solution</td>
<td>≥ 0.32</td>
<td>(contact angle 7°) ≥ 0.28</td>
</tr>
<tr>
<td><strong>SRB</strong></td>
<td>0.25</td>
<td>0.19</td>
</tr>
<tr>
<td>steel + glycerol</td>
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<td>(contact angle 7°) ≥ 0.13</td>
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Vehicle walk-on surfaces

- Keep clean & dry
- Provide cleaning equipment
- Use contrasting colours at edges
- Provide proper **lighting**
- Check if slippery underfoot when wet
- Slip resistance can be measured
- Aluminium chequerplate “**offers poor slip resistance if wet or contaminated**”
A study of the slip characteristics of metal flooring materials

Prepared by the Health and Safety Laboratory for the Health and Safety Executive 2007
Slip Risk
High
Aluminium chequerplate "offers poor slip resistance if wet or contaminated"
www.hsa.ie/slips
Watch Your Step

Open the Door, Check the Floor

Check footwear is slip-resistant

Check if surfaces slippery underfoot when wet
Thank you
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Workplace Transport Risk Management Priorities

Noel Lacey
National Policy Inspector
Work Related Vehicle Safety Program
Health and Safety Authority
The Legal Imperative

89/391/EEC

[Safety Health & Welfare at Work Act 2005]

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<tr>
<th>Employer duty of care</th>
<th>Employee duty of care</th>
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<tr>
<td>Safe place of work [Vehicle]</td>
<td>Safe work equipment</td>
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<td>Safe systems of work</td>
<td>Work Safely</td>
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<tr>
<td>Assess and Control Risks [Risk assessment]</td>
<td>Instruction Information Training</td>
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<td>Policy Procedures</td>
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© Health and Safety Authority
# Safe Systems approach

## Vehicle
- Safety specifications in procurement
- Roadworthiness
- Preventative maintenance program
- Vehicle pre-use walk around checks
- Vehicle repair program
- Detailed records
- Safe Retrosfits
- Conspicuity/Retroreflectivity/warning lights
- Lighting and guarding of vehicle and attachments
- Load securing
- Fall prevention measures
- In vehicle technology

## Driver
- Vetting
- Induction
- Authorisation
- Training
- **Clear unequivocal rules for work tasks**
- Fit to drive on a daily basis
- No Intoxicants [drugs and alcohol]
- Collision/incident/near miss reporting
- Prevent Fatigue
- Distraction
- Use Safety equipment
- Safe driving behaviour

## Journey/ Deliveries
- Planning
- Route scheduling
- Delivery Scheduling
- **Client cooperation**
- Safe delivering procedure
- Adequate breaks
- Safe stopping. Parking and reversing
- Care entering and exiting premises
- Keeping safe and suitable distance from other vehicles and VRU’s
- Warning signs for road users and pedestrians
- Checking load regularly
- No Distractions
- Mechanical handling aids
Work Related Vehicle Fatalities by NACE Sector 2016

- A: Agri, Forestry, Fishing
- B: Mining and quarrying
- C: Manufacturing
- D: Water, Sewage, Waste
- E: Construction
- F: Retail Trade
- G: Wholesale and support service activities
- H: Transportation
- I: Public Administration
- J: Other Service Activities

**Legend:**
- WRV Fatalities 2016
- Total Sector Fatalities 2016
Work Related Vehicle Fatalities...... So far in 2016

10 [71%] deaths involving Vehicles at work reported to HSA

- 4 in Agriculture: Reversing, maintenance, overturn, run away) Tractor, Trailer, Quad Bike
- 1 in Wholesale, retail trade: HGV Collision
- 1 in Transportation and Storage: HGV Collision
- 1 in Administrative & support services: FLT – Load shed
- 1 in Waste recovery: Reversing – tele handler
- 1 in Mining & Quarrying: Buried excavator

1 in Wholesale & Retail Trade: Fell 2m to the ground in a cage, from elevated position on a Fork Lift Truck. **Cage was not secured to the Forks!!**

Died Sunday 5th June
Forklift Safety

• In 2014 the average claim awarded for FLT injuries amounted to €28,000, the highest award was €116,000 (Injuries Board data; 2015)
Safe Operation

• Employers must make sure that drivers are familiar with the vehicle they are driving

• Employees given appropriate instruction, information and training to use the vehicle in the correct and safe manner.

• Training and pre use checks. The majority of faults can be found and fixed if the operator carries out a forklift pre-check before use. It only takes a few minutes. Identifies obvious defects that could affect forklift safety and the safety of others.
HSA YouTube Channel

www.vehiclesatwork.ie

FORKLIFT SAFETY TIPS
Information Sheet
December, 2013

Forklifts are extremely useful workplace vehicles, as long as they are used safely and appropriately by operators who are appropriately trained and competent to use them.

Forklifts can be dangerous; they account for 25% of all workplace fatalities. Many workplace accidents involve people being hit or run over by forklift trucks (typically when the forklift is reversing) because the driver did not see them. Owing to their size and weight, injuries resulting from forklifts are generally very serious. Accidents involving them are often caused by poor supervision and a lack of training.

The following forklift safety tips will help you and those you work with stay safe around forklifts.

What is a forklift?
A forklift is a powered truck used to carry, lift, store, and move materials. They include pallet trucks, fork trucks, lift trucks. They can be powered by electric or combustion engines.

Forklifts are subject to statutory examination by a competent person once every 12 months, in accordance with HSA (Health, Safety and Welfare at Work (General Application) Regulations 2007). This period becomes 6 months if the forklift is used to lift people.

What the law requires
If you own, lease, hire, borrow or hire a vehicle for work purposes, you must make sure that it is safe for use and fit for purpose for which it is intended.

Under health and safety legislation, a vehicle is a place of work. The law requires that workplaces are maintained in a condition that is safe and accessible to people, including those with disabilities. Employers must make sure that the equipment is kept safe and fit for purpose as the driver must be able to get in and out of the vehicle safely.

Forklifts also are classed as work equipment. Employers must make sure that drivers are familiar with the vehicle, the driver and the environment, and then the safe and efficient operation of the forklift.

Forklifts can be dangerous machines. If not maintained properly, there is a risk of injury or death. This information sheet outlines what must be done to keep forklifts safe and fit for purpose.

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Forklifts can be dangerous machines. If not maintained properly, there is a risk of injury or death. This information sheet outlines what must be done to keep forklifts safe and fit for purpose.

Employers must make sure that they have a defect reporting system in place so that when defects are found they are rectified in a timely manner. Drivers should never be required to drive under conditions that are unsafe or that do not comply with the law.

Forklifts are subject to statutory examination by a competent person once every 12 months, in accordance with HSA (Health, Safety and Welfare at Work (General Application) Regulations 2007). If the forklift is used to lift people, a competency check is required.

A system should be established for reporting defects and ensuring that remedial work is carried out. A planned routine maintenance system should include:

- Daily pre-checks of tyres, brakes, reversing alarms, working systems: by the driver at the beginning of each shift.

Forklifts | OPERATOR PRE-CHECKS
Information Sheet
December, 2013

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Keeping Pedestrians Safe

• **Control pedestrians** entering the place of work, for example; by using access gates, barriers or doors.

• **Separate vehicle and pedestrian traffic.**
  - separate vehicle and pedestrian entrances
  - routes directly from the road and throughout the premises.

• **Provide, Signage, warning devices and PPE**
Clear warning of the risks of moving vehicles
Pedestrian Safety; Resources & Guidance

HSA YouTube Channel

www.vehiclesatwork.ie

Pedestrian Safety in the Workplace
Information Sheet

November, 2013

This information sheet deals with pedestrian safety in fixed and temporary workplaces. It is aimed at employers, self-employed people and people in control of places of work. It explains the importance of managing pedestrians in workplaces where vehicles, mobile plant or machinery operates.

Pedestrians can be exposed to potential harm in their own workplaces from vehicle movements, falling objects, slips, trips and falls. Particular attention should be paid to visitors and visiting workers, e.g. delivery drivers, who are unfamiliar with workplace operations. It is very important that visitors are supervised and controlled from the time they enter a workplace to the time they leave.

Who is at risk?

On average, twenty people a year are killed by being run over, crushed or otherwise injured by vehicles in Irish workplaces. Many others suffer serious injuries.

Pedestrians are people who travel on foot in the workplace. They can be employees, members of the public or visiting workers. Where vehicles operate, people can be particularly vulnerable. This is why proper controls must be put in place to keep them from harm. Visitors especially can create risks for themselves and others because they are not familiar with the premises and the work activities.

What the law requires

By law pedestrians and vehicles must be able to circulate safely, both in indoor and outdoor places of work. Pedestrian routes must be clearly identified and be of appropriate dimensions for the number of users and the work activities. Vehicle routes must have sufficient clearance from doors, gates and routes used by pedestrians. Where vehicles and pedestrians share routes, there must be adequate safety clearance between the vehicles and the pedestrians. Where self-propelled work equipment is in use, procedures must be in place to prevent pedestrians from entering the work area. If employees must enter the work area, appropriate procedures must be in place to protect the employees from harm.
Delivering Safely
Consultation, co-operation, co-ordination

• Deliveries and collections are essential to business, but can be some of the most dangerous activities you and your staff have to deal with.

• Many delivery and collection incidents could be prevented if there was better cooperation between the parties involved.
Joint Responsibility

Individuals (mostly drivers) are often unfairly blamed for accidents which could have been prevented if duty holders had co-operated with one another.

The **three key duty holders** are:
- the **supplier** sending the goods
- the **carrier** - the haulier or other company carrying the goods
- the **recipient** - the person receiving the goods
Delivering Safely; Resources and Guidance

Delivering Safely
Consultation, cooperation and coordination
Information Sheet

December, 2013

Introduction
Do vehicles visit your workplace to deliver or collect goods or materials?
Are your vehicles used for the delivery or collection of goods or materials from other businesses?

Deliveries and collections are essential to business, but can be some of the most dangerous activities you and your staff have to deal with.
Many delivery and collection incidents could be prevented if there was better cooperation between the parties involved.
This information sheet describes how people and organisations involved in deliveries and collections can cooperate to prevent delivery-related incidents.

Nature of the problem
Every year, thousands of workers sustain serious and fatal injuries when working around trucks or vans which are collecting or delivering goods.

Unless vehicle movements and work activities are carefully controlled, people are at risk of:
- being hit by moving vehicles, reversing vehicles in particular
- slips, trips and falls in the general work area and on or from the vehicle
- injuries caused by vehicles turning over
- being hit by objects falling from vehicles
- injuries from manual handling tasks
Load Securing

Who is responsible

Load security is not the sole responsibility of the vehicle driver

**Everyone** has a role to play in ensuring that loads are loaded, unloaded, secured and transported safely

Duty Holders

- Employers
- Vehicle Owners
- Vehicle Operators
- Transport Manager/Supervisor
- Driver
- Loading & Unloading Staff
Unsecure Loads can; Result in Injury, Damage, Inconvenience, Cost and DEATH!!!

Forestry Timber: Serious Injury (IRL)

Sheet Steel Load @ 8km/hr: Fatality (UK)
Common Issues

Incorrect use of “Rope Hooks” as Lashing Points

“The Weight will hold it”: Unsecured Loads on a Flat-Bed
Load Securing: Resources and Guidance
Load Securing: Resources and Guidance

LOAD SAFETY SERIES
Information Sheet
Safe Load Securing of Precast Concrete Loads

What the Law Requires
Under Health and Safety Legislation, a vehicle is a place of work. The law requires that work is planned, organised, performed, maintained and reviewed in a manner that is safe and prevents accidents. It requires that employers take reasonable precautions to protect their employees and others who may be affected by their work. This includes providing systems of work that are planned, organised, performed, maintained and reviewed.

Road Traffic Law Requires
Every load carried by a vehicle in a public place shall be of such a weight and size that is not unreasonably hazardous to health or safety. No load carried shall exceed a reasonable weight, having regard to the capacity, brakes, tires and general construction of the vehicle.

Plant and Machinery Load
Due to their size and weight, some loads are considered to be high-risk loads. Sitting to the left of the vehicle that, so far as can reasonably be foreseen, no danger is likely to be caused and that there is no interference with the stability of the vehicle. In the case of mechanically propelled vehicles and trailers, no load carried shall exceed a reasonable weight, having regard to the vehicle's capacity, brakes, tires and general construction of the vehicle.

Road Traffic Law Requires
Every load carried by a vehicle in a public place shall be of such a weight and size and so distributed, packed, adjusted and attached to the vehicle that, so far as can reasonably be foreseen, no danger is likely to be caused and that there is no interference with the stability of the vehicle. In the case of mechanically propelled vehicles and trailers, no load carried shall exceed a reasonable weight, having regard to the vehicle's capacity, brakes, tires and general construction of the vehicle.

Pre-cast Concrete Loads
Precast Concrete products are high-risk loads and the consequences of load shift can be extremely serious. Loads that are not firmly anchored to the load bed may shift during transport. This can make them unsafe. Movement of the load may be required:

- The driver, if the load slides forward during the journey or shifts sideways and causes the driver to lose control of the vehicle.
- Other road users including pedestrians, if the load shifts sideways or slides backwards and falls off the vehicle.
- Unloading personnel, if the load has become unstable during the journey and collapses during unloading.

Load Restraint Methods
Loads can be restrained by two basic methods, either indirectly or directly using 'tie-downs' or 'direct restraint' methods respectively.

Tie-downs is when the load is prevented from moving by friction only, also called a 'frictional lashing' or a 'frictional hitch' or 'frictional pre-tensioning' or 'frictional stirrup'.

Direct restraint is when the load is prevented from moving by containing, blocking or attaching to the vehicle.

References

Figure 1. Example of correctly secured Precast Concrete load using chains.

© Health and Safety Authority
Key Maintenance Issues

Never work beneath a vehicle supported only by a jack or jacks;

• the correct jack for the job should be used. It should be capable of taking the load of the vehicle to be lifted and be applied to the correct jacking point of its underside, as identified by the vehicle manufacturer;

• the jack should not be relied upon as the sole support if work is to take place beneath the vehicle or if more than one axle is raised. It should be supplemented with appropriate stands, and the wheels of the vehicle still in contact with the ground should be chocked;

• Never work under unsupported Trailer tipping bodies or other hydraulically operated machinery; e.g. loading shovels, lifting arms
NEW E-learning resources

Workplace Transport Risk Management
5 FREE courses
Cross Sectoral approach

Workplace Transport e-learning courses
Load Securing Factsheets for High Risk Loads
The Health & Safety Authority working in partnership with An Garda Siochana and the Road Safety Authority has developed this series of Load Safety information sheets,

Load Securing Videos
Vehicles carrying poorly secured loads pose a clear risk to their drivers, to workers involved in loading and unloading operations and to other road users. The HSA working in partnership with An Garda Siochana has produced this series of 7 information videos on Safe Load Securing for road transport. These video clips provide a general overview on how to achieve safe load securing practices. View the Load securing videos here

Load Securing fact sheets for high risk loads [timber, palletised goods, site cabins],

Contributing Expertise to ETSC PRAISE project
- Thematic Report on Managing Taxi Driver Road Risks [January]
- Work Related Road Safety Seminar, Montabaur Germany [March]
- Expert report on managing grey fleet risks for employers [May]

Montabaur Germany [March]
- Expert report on managing grey fleet risks for employers [May]

and carried out by University College Dublin. Due to be published in 2016

Health and Safety Authority Ireland - Activity Report April 2016

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Workplace Transport Risk Management Courses

Workplace Transport Risk Management Courses

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Workplace Transport Risk Management Courses
DON’T LET WORK BE THE REASON YOU WON’T BE IN TOMORROW

Last year almost half of all workplace deaths involved a vehicle. As a business owner or manager, you’re responsible. Tomorrow is too late. Develop a vehicle safety programme in your workplace today.

Find out how at vehiclesatwork.ie
Thank you

www.vehiclesatwork.ie
www.loadsafe.ie
Break
11:15 – 11:35

What is BeSMART.ie?
BeSMART.ie - Business electronic Safety Management And Risk assessment Tool - will help small business owners/managers to prepare risk assessments and a safety statement for their workplace. It is easy to use and it will:

- Reduce the chances of an accident occurring in your workplace
- Save you time and money

Brought to you by the Health and Safety Authority

Why Register?
By registering you gain access to the following benefits:

- It's free
- It's confidential
- You can save, review and edit your completed risk assessment(s) at any time
- You can manage your action list and receive email reminders

Register Now

Sign In
Enter Email

Login
Forgotten your login details?

Guest User

Small Business
View Supported Businesses

Agribusiness
View Supported Businesses

Construction
View Supported Businesses
<table>
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<tr>
<th>VENUES</th>
<th>AGENDA</th>
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<tbody>
<tr>
<td>Thursday 2nd June</td>
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<tr>
<td>Cork City</td>
<td>09:00 Registration/Tea &amp; Coffee</td>
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<td>Clarion Hotel</td>
<td>09:30 Opening Address – Regional Area Senior Inspector HSA</td>
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<td>09:45 Work Related Vehicle Safety in your business. The main issues of</td>
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<td>concern. Deirdre Sinnott, Senior Inspector WRVS Unit, HSA</td>
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<td>Tuesday 7th June</td>
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<tr>
<td>Dublin</td>
<td>10:15 Preventing Vehicle related Slips Trips &amp; Falls</td>
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<td>Green Isle Hotel</td>
<td>Eamonn O’ Sullivan, Inspector, HSA</td>
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<td>10:45 Workplace Transport Risk Management priorities. [Safe Load</td>
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<td>Securing, forklifts, deliveries and collections, vehicle maintenance]</td>
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<td>Noel Lacey, Inspector, HSA</td>
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<td>11:15 Break - Tea/Coffee</td>
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<td>Thursday 9th June</td>
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<tr>
<td>Athlone</td>
<td>11:35 Ergonomics risk management in Transport Operations</td>
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<tr>
<td>Sheraton Hotel</td>
<td>Francis Power, Inspector, HSA</td>
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<td>12:05 Employer Case Study, Vehicle Related Risk Management, what it</td>
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<td>looks like in practice – TBC</td>
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<td>12:35 Q&amp;A (Close of seminar at approximately 1:00pm)</td>
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Ergonomics Risk Management in Transport Operations

Frank Power Inspector (Projects Manager)
June 2016
Ergonomics?

Develop better ways of working that consider the people that do the work in order that the workers can work within their capabilities and protect their musculoskeletal health.
Ergonomics Risk management

• Improving the design of work activities
• Planning of work activity to reduce or eliminate risk factors including force, repetition and awkward posture
• Control measures or safe systems of work which focus on engineering or organisational improvements.
What is the law?

The Manual Handling of Loads Regulation in S.I. 299 of 2007

- **Provide appropriate mechanical equipment** or change the way the work is done to avoid the need for manual handling.

- Where manual handling of loads cannot be avoided, **take steps to reduce the risk** involved by using appropriate mechanical equipment or changing the way that work is done.

- **Risk Assess the specific work activity**, take account of the risk factors in Schedule 3 of S.I. 299 of 2007 and take steps to avoid or reduce the risk of injury.
Risk Factors

Force: Carrying a 45kg load over a distance
Identifying Risk Factors:
Use of the Health and Safety Executive Mac Tool: Load Weight/Frequency
Risk Factors:
Awkward Posture
Identifying Risk Factors: Use of the Health and Safety Executive Mac Tool: Vertical Lift Region
Statistics

• The **occupational illness rate** increased from **21.7 per 1,000** workers in 2001 to **27.1 per 1,000** workers in 2012. (ESRI 2015)

• **Manual Handling** continues to be the **most common accident trigger** accounting for **33% of all reported non-fatal accidents**

  (Health and Safety Authority *Summary of Workplace Injury, Illness and Fatality Statistics*)

• **28% of over 10,000 occupational injury benefit claims relate to injuries to the back, with an average of 57 lost days**

  (Occupational Injury Benefit Claims, Department of Social Protection 2015)
Transport & Logistics Sector Statistics

Between 2009 and 2013

- 4,991 work related accidents in this sector
- 24% resulted in injuries to the musculoskeletal system including the back.
- Nearly 50% of the injuries due to manual = lifting and carrying loads
Impact of a Musculoskeletal injury

The Individual

• Reduced Mobility
• Absent from work
• Reduced quality of life

The employer

Potential legal costs
• Retraining
• Lost Productivity
How do I reduce the risk?

• **Recognise** that manual handling activity is a potential workplace hazard

• **Understand the nature of manual handling work activities** carried out in your workplace
  
  • be aware of the type of loads that are handled, what do they weigh?
  
  • how are they handled?
  
  • do you have good handling systems in place?
  
  • have you planned how loads will be handled?

• **Risk Assessments need to be completed** for work activities on site.

• **Put solutions or control measures in place** that avoid or reduce the risk of injury
Risk Assessment

The study of work activities where manual handling is a key part of the activity in order to:

• **Understand** how the activity is conducted

• **Collect the information needed** to make informed judgments (e.g. weight of loads, take pictures or video of the activity, work environment issues)

• **Identify the potential risk factors** or potential for harm and provide evidence to support including making reference to risk assessment tools such as the Health and Safety Executive UK Mac Tool

• **Develop appropriate control measures** by using appropriate mechanical handling equipment or changing the way work is done
Use of Appropriate Handling Equipment
Use of Appropriate Handling Equipment
Changing the way work is done
Changing the way work is done
Changing the way work is done
Key Questions

• Is there evidence that regulatory requirements are being met?

Precise and clear evidence that risk factors are addressed

If not

• What is needed to meet the requirements of a specific regulation?

Direction on the appropriate measures that need to be taken to address risk factors
Ergonomics Risk Management: Some important principles

• Management commitment to recognise and address Ergonomic risk

• Knowledge of the nature of work carried out in the workplace

• Improved competency and consistency in the application of Ergonomic or Manual Handling risk assessment tools

• Development of innovative engineering or organisational interventions to avoid and reduce risk

• Effective training and development processes not just on safe handling but also in safe use of equipment
Useful Guidance Documents
Thank you

http://www.hsa.ie/eng/Workplace_Health/Manual_Handling_Display_Screen_Equipment/
Thank you

www.vehiclesatwork.ie

www.loadsafe.ie

Safe Journey Home