

Work Related Vehicle Safety

Five Year Plan
2010 - 2014



Our Vision

A national culture where all
commit to safe and healthy
workplaces and the safe and
sustainable management of
chemicals

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1. Foreword

The Health and Safety Authority (HSA) is pleased to introduce this five-year plan for Work Related Vehicle Safety. The plan was prepared for the Health & Safety Authority by the Health & Safety Laboratory with our guidance and direction.

The overall aim of the plan is to influence a sustainable reduction in the numbers of people killed and seriously injured or will suffer illness as a result of vehicles being used for work, in all sectors. Incidents involving vehicles cause the greatest number of work related deaths in Ireland.

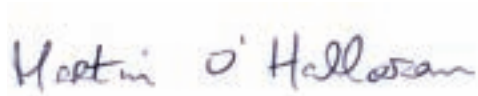
The HSA is committed to working with employers and partners so that risks are well managed to ensure the protection of people.

This will be achieved through initiating and supporting strategies and related actions. This will enhance employee safety and wellbeing relating to work related vehicle activities in all the sectors.

Good standards of workplace health and safety have the potential to improve the overall health and wellbeing of people in our society and there is evidence that businesses that embrace workplace health and safety are more competitive and more productive. These are critical attributes in the current economic climate.

The role of the HSA is to promote and foster best practice in the workplace but we cannot achieve this alone. We will help employers, employees and other duty holders to do this, in close collaboration with partners, such as the Road Safety Authority (RSA), An Garda Síochána, relevant government departments, insurance bodies, employer groups and trade unions.

I look forward to leading the implementation of the plan and I am confident that this will contribute to a reduction in work related vehicle incidents.



Chief Executive Officer

2. Introduction

1. The Health and Safety Authority (HSA) vision¹ is to create:
A national culture where all commit to safe and healthy workplaces and the safe and sustainable management of chemicals.
2. Our ultimate goal when developing this plan has been to:
Influence a sustainable reduction in the numbers of people killed or seriously injured or who suffer illness as a result of vehicles being used for work in all economic sectors.
3. This five year plan covers:
 - **Workplace transport safety (WTS):** The management of the hazards and risks associated with any vehicle or piece of mobile equipment that is used by an employer, employee, self-employed person or a visitor in a fixed or temporary workplace but excludes work related road safety.
 - **Work related road safety (WRRS):** The management of the hazards and risks to persons engaged in or affected by work related driving or work activities on or near a road.

These topics are defined in more detail within this plan. Both topics cover a broad range of vehicles including cars, vans, buses, large goods vehicles (LGVs) and more specialist vehicles such as forklift trucks and agricultural tractors. This plan will only address those issues that are within the control of employers.

4. Incidents involving vehicles cause the greatest number of work related deaths in Ireland. The Health & Safety Authority (HSA) has developed this plan to set out our approach over the next five years to reduce the harm caused by using vehicles at work.
5. The plan sets out the challenges in managing work related vehicle safety and how the HSA will help employers, employees and other duty holders to do this, in close collaboration with its partners, such as the Road Safety Authority (RSA), An Garda Síochána, relevant government departments, insurance bodies, employer groups and trade unions. Worker health is an important dimension. Specifically employers are required to manage work, including driving and driving related activities, in a manner that does not present a risk to the health of their workers. For example, work related musculoskeletal disorders and how they can arise should be addressed.
6. The HSA is committed to working with employers and partners so that risks are well managed to ensure the protection of people and the bottom-line.
7. A key output from the plan is to form a work related vehicle safety partnership with key stakeholders, since a collaborative approach is deemed to be most effective.
8. Incidents involving vehicles cause great personal suffering and trauma. However such incidents are also a huge financial burden on both employers and the wider economy. Incidents involving vehicles can:
 - Threaten business continuity, for example due to the death of a key member of staff.
 - Cause the loss of productivity and working time.

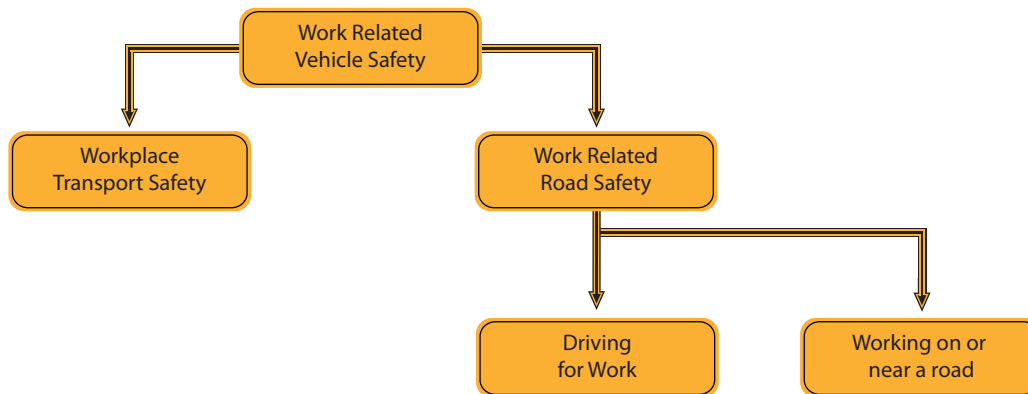
2. Introduction

- Damage assets, for example, premises, work vehicles and workplace equipment.
 - Damage the reputation of the business, particularly where it is apparent that risks have not been properly managed.
 - Incur costs associated with any resulting prosecution and civil litigation.
9. The benefits of managing work related vehicle safety are discussed within Section 7 of the plan.
10. The HSA has set out six goals that the plan aims to achieve over the next five years; there are specific actions associated with each. The goals are:
- **Goal 1:** Raise national awareness of the risks associated with work related vehicles.
 - **Goal 2:** Influence the content, uptake and quality of education and training programmes in relation to work related vehicle safety.
 - **Goal 3:** Produce guidance and other resources to assist in assessing and controlling the risks associated with work related vehicles.
 - **Goal 4:** Achieve continued improvements in Work Related Vehicle Safety through targeted inspection, investigations and enforcement action, as appropriate.
 - **Goal 5:** Develop a profile, share intelligence and conduct research to inform work related vehicle safety interventions at a national level.
 - **Goal 6:** Identify and engage with organisations with shared objectives to achieve sustained improvements in work related vehicle safety standards nationally.
11. The HSA has also set out yearly themes, which are based on particular areas of concern. We aim to work collaboratively with employers and our other partners to achieve our objectives in relation to these themes. These themes are described in Section 9.



2. Introduction

The HSA Work Related Vehicle Safety Model



12. This plan will focus primarily on **Workplace Transport Safety (WTS)** and **Driving for Work (DFW)**. Appropriate management of risk in these two areas will have a positive effect on those who Work on or Near the Road;(WNR) as a result elements of the plan will involve initiatives in relation to working on or near a road. These two terms are explained in more detail with practical examples on the next pages.
13. In the case of Workplace Transport Safety, the employer can normally exercise a great deal of control over the workplace layout, the systems of work, the vehicles and drivers/pedestrians. In the case of Driving for Work, which occurs on the road, the employer will not have the same degree of direct control whilst the activity is being carried out. However employers can take action beforehand to ensure that risks are properly controlled. Such actions will include:
- Carrying out risk assessments for driving and associated activities.
 - Driver selection/vetting and licence checks.
 - Training provision and awareness raising.
 - Provision of equipment, for example, high visibility clothing in case of work activity carried out near vehicles or in case of breakdown.
 - Safe scheduling of journeys and timings to minimise the effects of fatigue and to enable the journey to be undertaken without encouraging speeding or other poor driver behaviour.
 - Provision of information, such as a driver handbook and the steps to be taken if a vehicle breaks down.
 - Ensuring that company vehicles are well maintained.
 - Setting a clear corporate expectation that good driver behaviour is essential and ensuring that colleagues and managers will challenge poor behaviour when in control of a vehicle.

There will also be steps that employers can take to gather and act upon information arising from road collisions. This can include the provision of a 'crash pack/bump card' to gather information on causation and the provision of support and where necessary retraining to staff following a collision.

2. Introduction



14. By employers' recognising and managing the risks associated with WTS and DFW, this will also have a positive impact on the outcomes for those who use the road as a workplace. For example employers can influence driver attitudes and speed-compliance behaviours when travelling through roadworks. It is essential that employers properly assess the risks that they themselves and employees face and create when in charge of work related vehicles. In particular, safe working practices must be developed for:
- Employees and contractors who may use roads or adjacent areas as a workplace; and
 - Members of the public who may be affected by the employers work activities on or near a road.
15. The purpose of this plan is to work with employers to ensure that they improve the way they manage those aspects of work related vehicle safety that they can control.
16. **Work related vehicle safety (WRVS)** refers to the management of the hazards and risks associated with work activities involving vehicles and mobile equipment. This includes the risks to employers, self-employed people, employees and members of the public.
- **Vehicle** - means any device used to transport goods, people or equipment from place to place and which is mechanically powered.
 - **Mobile equipment** - means plant which is designed to carry out specific functions, but which can be moved from place to place under its own power. Examples include, mobile elevated working platforms, mobile cranes and straddle carriers.

3. Definitions

WRVS includes:

- **Workplace transport safety (WTS):** – The management of the hazards and risks associated with any vehicle or piece of mobile equipment that is used by an employer, employee, self-employed person or a visitor in a fixed or temporary workplace but excludes work related road safety.
- **Work related road safety (WRRS):**– The management of the hazards and risks to persons engaged in or affected by work related driving or work activities on or near a road. This further divides into the safe management of:
 - i. **Driving for work (DFW)** – this is the activity of driving on the road for work purposes. This includes the risks posed to workers themselves, but also to those not at work who may be affected by the work activity, such as pedestrians. Driving for work excludes commuting to work, except where the person’s journey starts from their home and they are travelling to a work location that is not their normal place of work.
 - ii. **Working on or near a road (WNR)** – this is work activity carried out on or near a road and includes, for example, the safety of personnel working to maintain roads and street furniture, traffic wardens, engineers and also the public if they could be affected by the work activity.

Workplace Transport Safety (WTS) involves the use of vehicles and mobile plant/machinery within a workplace boundary, including farms and temporary workplaces, such as construction sites. This includes all vehicles used at the workplace, including bicycles, cars, vans, large goods vehicles (LGVs), jeeps and industrial vehicles, such as forklift trucks and telescopic materials handlers and agricultural tractors. Workplace transport activities include⁷ but are not limited to:

- iii. Driving within a fixed or temporary workplace.
- iv. Riding/being a passenger.
- v. Loading/unloading.
- vi. Coupling/uncoupling.
- vii. Maintenance of vehicles.



3. Definitions

Driving for Work (DFW) covers driving on the road for work purposes. This includes the use of commercial vehicles, such as large goods vehicles (LGVs), vans and buses, local government, utility and emergency vehicles. It also includes the use of cars, bikes and motorcycles for work purposes. The scope includes load security when travelling on the road. This plan does not cover the ordinary commuting of staff to/from a workplace except where the employee's journey starts from their home and they are travelling to a work location that is not their normal place of work.



3. Definitions

17. Some examples of activities within each topic are given in the table below. This represents a non-exhaustive list of examples.

Workplace Transport	Driving for Work
The flow of vehicles around a workplace car park as customers and employees park in order to visit the workplace.	A travelling salesperson driving between customers to make sales calls according to a schedule drawn up by his/her employer.
The use of a forklift truck to move pallets within a warehouse.	A forklift truck travelling on the road between workplaces.
An ambulance manoeuvring to deliver patients to a hospital department.	An emergency responder travelling to an emergency call by road (e.g. An Garda Síochána, Fire and Ambulance services).
The use of a dumper truck or other mobile plant at a construction site.	A dumper truck or mobile plant exiting from a construction site onto a road.
A large goods vehicle (LGV) being unloaded at a fixed workplace by a forklift truck.	The load security of an LGV whilst it is travelling to a customer's premises by road.
The manoeuvring of a refuse lorry in a workplace for refuse collection purposes.	The reversing of a refuse lorry down a street.
The use of a van to make deliveries around a large chemical plant.	A courier driver delivering packages to customers by van.
The use of an agricultural tractor or jeep to draw loads around a farm.	The use of an agricultural tractor to draw a trailer load of hay on a road.
The manoeuvring and loading of quarry vehicles at a quarry face.	The driving of a concrete or block lorry on a road between deliveries.

4. The HSA Role in Work Related Vehicle Safety

18. The HSA will target its resources to generate improvements in risk control, and will work collaboratively with employers, employees, partner agencies and other stakeholders to ensure success. Examples of these organisations are:
- The Road Safety Authority (RSA).
 - An Garda Síochána.
 - Employers' Groups.
 - Irish Congress of Trade Unions (ICTU).
 - The Insurance Industry.
19. The HSA will structure its resources internally to ensure that it can influence improvements across all industry sectors. The HSA will continue to ensure that its resources are deployed in the most effective manner possible and in a way that maximises rather than duplicates the efforts of other organisations.
20. In the area of driving for work, the HSA has a strategic interest in ensuring improvements. The primary focus of the HSA's work will be to influence a reduction in incidents on the road involving work related vehicles and in ensuring that driving practices and vehicle related activities do not jeopardise the health of the employee. This will be done with targeted interventions with employers, employees and other duty holders at fixed workplaces, and partnering with other stakeholders, such as the Road Safety Authority and An Garda Síochána.
21. The HSA is committed to reviewing the available evidence as it emerges, in consultation with its partners to make sure that the approach taken addresses current and emerging risks.

5. Partnership Working

Partner & stakeholder engagement

22. The HSA is committed to **working in partnership** with other organisations to improve work related vehicle safety.
23. Our partners have a different role to the HSA's, but our interests meet and overlap and we often **share common objectives**.
24. We have set out in Section 9 in more detail, how the HSA plans to engage with these organisations. We have described below the role of our key partners with whom we have already engaged and described their interest in Work Related Vehicle Safety.
25. The most significant output from this plan is that we will form a **Work Related Vehicle Safety Partnership**. This will include partner agencies, as well as representatives of employers and employees.
26. It is clear that a collaborative approach to improving Work Related Vehicle Safety is the most effective option. In addition, the actions that will be taken by the HSA and others will improve the evidence base over time. This will mean that work related vehicle safety will be a constantly developing area and the most effective interventions will therefore need to evolve over the period covered by this plan.
27. The HSA has a track record of working together with a variety of organisations to achieve a common goal. A key example of this is the Construction Safety Partnership (CSP), which was established in 1999 with the aim of improving worker safety on construction sites.
28. We propose that a work related vehicle safety partnership is established. In order to meet our goal as outlined in paragraph 18.
29. We propose to commence inviting participation into this partnership to organisations in early 2010 .
30. Those organisations invited to join will have a strategic interest in reducing work related vehicle incidents. This will involve an interest in one or all of the following:
 - Workplace Transport.
 - Driving for work.
 - Working on or near the road.
31. The terms of reference for this partnership will need to be collaboratively developed. However the activities of the partnership may include:
 - Sharing of intelligence and statistics and making appropriate changes to data collection, which would assist the overall goal of the partnership.
 - Developing memoranda of understanding between relevant partners to maximise overall effectiveness and minimise the duplication of effort, including clarifying legislative boundaries where appropriate.

5. Partnership Working

- Establishing and publicising emerging risk priorities.
- Raising awareness of the issues, including through the media.
- Promoting and publishing good practice guidance through a variety of channels.
- Monitoring and reporting progress.

32. In addition, we are aware of a substantial number of other contacts that have interests in work related vehicle safety. We intend to engage with these organisations as part of the partnership or on an ad-hoc basis.

33. The HSA has worked closely to date with both the Road Safety Authority and An Garda Síochána and their roles are described briefly below.

The Road Safety Authority

34. The aim of the Road Safety Authority (RSA) is⁸ to *'save lives and prevent injuries by reducing the number and severity of collisions on the road'*.

35. The RSA carries out a number of activities which contribute to the above aim, these include:

- Promotion of road safety.
- Carrying out accident and road safety research.
- Coordinating driver testing and licensing.
- Regulating vehicle standards.
- Carrying out road haulage enforcement functions.
- Regulating the registration of driving instructors.
- Coordinating driver vocational training and compulsory basic training for motorcyclists.
- Advisory function in relation to roadworthiness and commercial testing of vehicles.

36. The HSA and the RSA share a common interest in safe driving for work and already collaborate in a number of key areas.

5. Partnership Working

37. The RSA have already⁸ committed to working with key partners, including the HSA. Much of the RSA's work is aimed at influencing drivers directly. However, it is clear that if employers can also be influenced to manage safe driving for work, this will add to and reinforce the other influences on good driver behaviour. The other activities which the RSA undertake, such as influencing engineering measures on the roads will also prevent harm to those at work and so benefit employers and workers alike.



An Garda Síochána

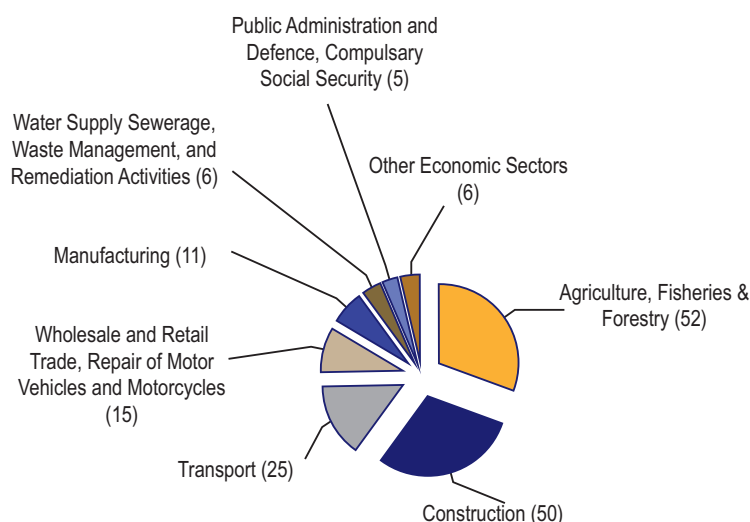
38. An Garda Síochána carries out roads policing in Ireland. They have a strategic goal¹⁴ to 'significantly reduce the incidence of fatal and serious injuries and improve road safety'.
39. Garda officers are often first on the scene of road collisions and as well as the immediate actions they take to protect life and property, they also collate data at the roadside, which is useful to themselves and other agencies. The HSA is already working closely with An Garda Síochána in various ways and further actions are included in the plan output in section 9. A key aspect of the ongoing work is to improve the available intelligence on the road collisions that are work related.



6. Understanding the Problem

40. In 2008, 57 people died in workplace incidents. Of these deaths, 34 (60%) involved work related vehicles¹⁵ (WRVs). This is a significant percentage increase on the previous 5 years, which had an average of 45% WRV deaths. In the 6-year period 2003 to 2008, a total of 367 people were killed in workplace accidents, of which a 170 (46%) were due to work related vehicles.

Work Related Vehicle Deaths 2003 - 2008



41. In 2008, ten industry sectors experienced workplace deaths with eight of the sectors experiencing work-related vehicle deaths, demonstrating that WRV safety is a cross sectoral issue. The largest number of deaths occurred in the Agriculture, Forestry & Fishing sector (22 deaths) of which 12 (55%) involved a work vehicle (see Table 1), 7 of these 12 deaths (58%) involved tractors. The Construction sector experienced 15 deaths of which 9 deaths (60%) involved WRVs, a third of which involved dumpers.

Table 1: Work-Related Vehicle Deaths 2008.

Nace Code	Industry Sector	No. of Deaths	No. WRV Deaths	% WRV Deaths
A	Agriculture, Forestry & Fishing	22	12	55
B	Mining & Quarrying	1	1	100
C	Manufacturing	7	3	43
D	Electricity, Gas, Steam & Air Conditioning Supply	0	0	0
E	Water Supply, Sewerage, Waste Management and Remediation Activities	2	2	100
F	Construction	15	9	60
G	Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	3	3	100

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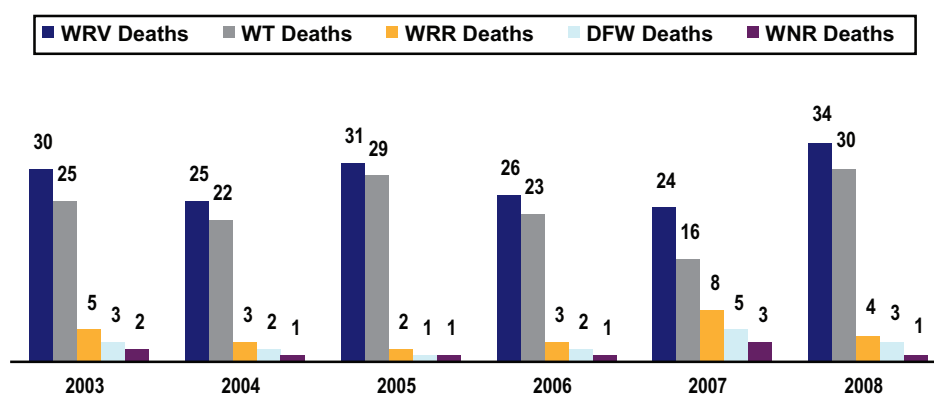
6. Understanding the Problem

Table 1: Continued

Nace Code	Industry Sector	No. of Deaths	No. WRV Deaths	% WRV Deaths
H	Transportation and Storage	3	3	100
J	Information and Communication	0	0	0
K	Financial and Insurance Activities	0	0	0
M	Professional, Scientific and Technical Activities	1	1	100
N	Administrative and Support Service Activities	0	0	0
O	Public Administration and Defence; Compulsory Social Security	0	0	0
P	Education	0	0	0
Q	Human Health and Social Work Activities	0	0	0
R	Arts, Entertainment and Recreation	1	0	0
S	Other Service Activities	2	0	0
	Total	57	34	-

42. Over a longer six year period from 2003 – 2008, the majority of the work related vehicle deaths were in the Agriculture, Construction and Transport sectors:
43. The HSA analysed Work Related Vehicle Deaths over a six year period. These deaths were divided into Workplace Transport and Work Related Road Deaths using the definitions in Chapter 3. This analysis is shown graphically below, including a breakdown of Work Related Road Deaths into those occurring due to Driving for Work and those involving work on or near a road. These figures should be treated with caution, due to underreporting of incidents, particularly in relation to the driving for work figures.

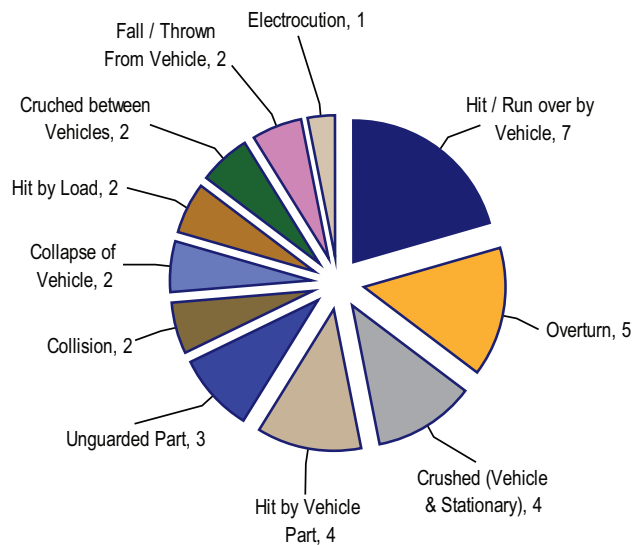
Work Related Vehicle Fatalities 2003 - 2008



44. The largest causal factor of work related vehicle deaths in 2008 was people being hit or run over by a work-related vehicle (7 deaths (21%)). Vehicle overturns accounted for 15% of the 2008 WRV deaths (5 deaths). Falls from vehicles accounted for 2 deaths, in both cases the victim fell from, and was subsequently run over by, the vehicle. See page 15 for further details of causal factors.

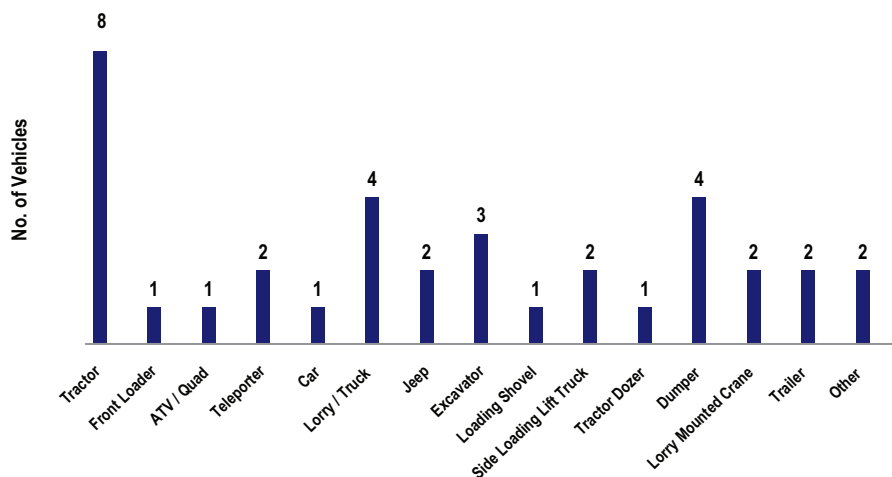
6. Understanding the Problem

WRV Fatal Accident Causal Factors 2008



45. Tractors were the main type of vehicle involved in fatal work related vehicle incidents in 2008, causing 8 deaths. Lorries / Trucks and Dumpers were the next most common vehicles involved in WRV fatalities (4 deaths each). Excavators accounted for 3 deaths.

Vehicle Type involved in WRV Fatal Accidents 2008



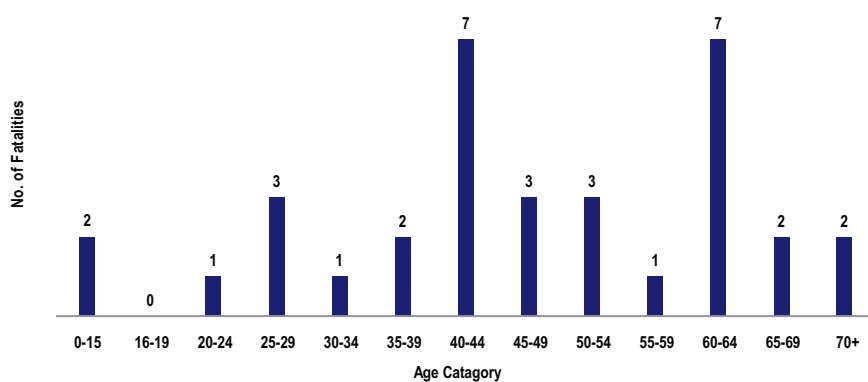
Main vehicle types involved in Work-Related Vehicle Fatal Accidents 2008. * NB: The total number of vehicles does not sum to the total number of deaths as more than one vehicle may be involved in an incident.

46. Of the 34 WRV deaths in 2008, 2 of the fatalities occurred whilst the vehicle was reversing, whilst 3 deaths occurred during loading and unloading operations. 32 people were male (94%) and 2 were female (6%). Two of the 34 deaths were children and one involved a member of the public. Seven people were killed in each of two age categories; the 40-44 years old and the 60-64 year old (see Figure 3).

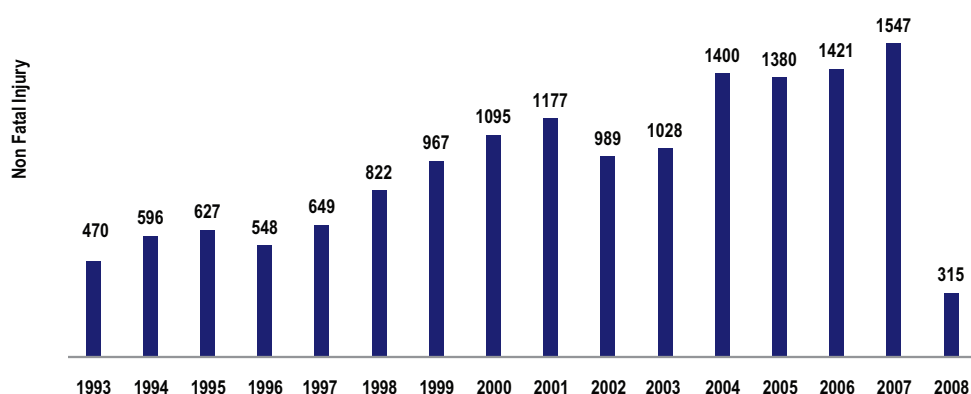
6. Understanding the Problem

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Work-Related Vehicle Fatal Accidents 2008, Victim Age Category



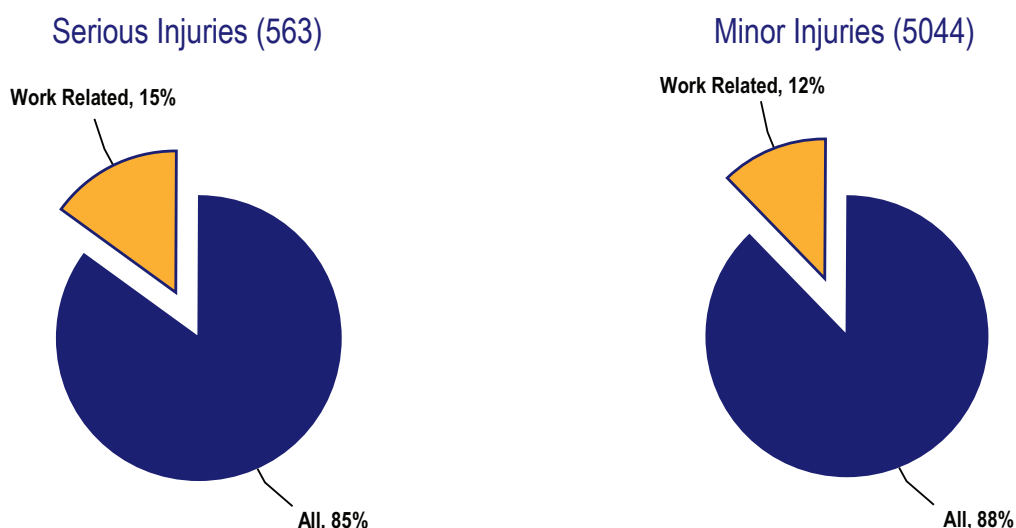
48. Analysis of non-fatal work related vehicle incidents is made challenging due to the way in which information has been historically recorded and coded, together with data quality issues. However an analysis carried out by Noble Denton¹¹ on behalf of the HSA examined non-fatal workplace transport related incidents over a 16 year period and found that the numbers have increased significantly over this time. This analysis will underestimate the actual numbers due to underreporting, but the results are shown below.



6. Understanding the Problem

Driving for Work Statistics

49. Although around half of all deaths reported to the HSA have involved a vehicle over the last six years, it is thought that there is significant underreporting of those deaths that occur on the road involving vehicles being used for work.
50. If the proportion of road deaths involving a vehicle being used for work in Ireland was the same as in the UK, this would account for around 100 deaths per annum^{1, 2}.
51. Further intelligence can be found from the data collected by other agencies. An analysis of data from the Road Safety Authority of road collisions⁹ in 2006 revealed that 24% of the 321 road deaths involved a vehicle being used for work.
52. The RSA figures are likely to underestimate the true proportion of work related road collisions as they were counted as such only if the vehicle was of the type that indicated that it was being used for work for example, a large good vehicle. Collisions involving, for example, cars being used for work purposes will not usually be included. However, even with this limitation, the proportion of serious injury (15%) and minor injury (12%) collisions is still significant.



53. Further analysis of incident trends and other statistics are considered in Section 8. These and the following sources of information have been used to target the actions listed in Section 9.
- A comprehensive research study carried out by Noble Denton for the Health & Safety Authority on Workplace Transport Safety.
 - Data from the HSA on work related deaths.
 - Data from the Road Safety Authority on road collisions.
 - Information about the number and type of work related vehicle safety management systems that are in place within organisations.
 - Information from targeted inspections carried out by the HSA on workplace transport safety.
 - The internal and external consultation carried out whilst preparing this plan.

7. Managing Work Related Vehicle Safety: The Benefits

54. Preventing incidents involving vehicles from occurring can avoid great personal suffering but can also contribute to the financial health of an organisation as such incidents can incur large costs. Managing the risks properly can:

- Ensure business continuity, for example by preventing the death and injury of key personnel.
- Improve productivity and reduce lost working time.
- Prevent damage to key business assets, for example: premises, work vehicles and workplace equipment.
- Maintain and improve the reputation of the business, particularly where it is apparent that the management are being responsible in managing risks to their staff, customers and others.
- Prevent the losses associated with any resulting prosecution and civil litigation.

55. The HSA is keen to work with employers to help them manage those risks that could put their business' profitability in jeopardy. Some of the examples of how managing work related vehicle safety can reduce costs and increase profitability are:

- Safety improvements often bring with them productivity benefits too. A case study from the UK⁵ describes an organisation that installed a vehicle auto-sheeting system for safety reasons, but as a result the vehicle was able to make four extra visits per day, increasing revenue.
- Managing risk more effectively can prevent those incidents that damage assets. This is particularly apparent for large goods vehicles, which are expensive and require time off the road for repairs. One large bakery chain was able to save around € 90,000 in one year by fitting reversing CCTV on their delivery vehicles⁶.
- Preventing incidents will stop civil claims for damages being made against employers. Whilst some of the costs associated from such claims may be recoverable from insurance policies, studies have consistently shown that non-recoverable costs are often many times higher. In one study, the uninsured costs of claims were over three times the insured costs⁷ and the average employer's liability claim in Ireland in was € 32,000 in 2008¹⁰.
- Reputation is very important to all businesses, from the self-employed to large multi-national organisations. Organisations that manage work related vehicle safety well can publicly demonstrate this to customers, suppliers and other stakeholders, which in turn will enhance the reputation of the business, an important feature in attracting and retaining business.
- Many organisations, particularly larger organisations, require assurance of risk management throughout their supply chain and as a result are more likely to procure goods and services from organisations with established safety management systems, including those needed to manage work related vehicle safety.

56. The HSA has set out in this plan how it intends to engage with employers to assist them to manage work related vehicle safety in a way which improves compliance, but just as importantly, enables them to run profitable businesses.

8. Work Related Vehicle Safety Intelligence & Statistics

Risk control in the workplace

57. In 2008 the HSA commissioned a comprehensive research project, which was carried out by Noble Denton¹¹. The scope of this work was limited to Workplace Transport in fixed workplace environments and did not include safe driving for work and excluded construction sites, agriculture, docks and quarries.

58. The key findings from this important work included:

■ Driver findings

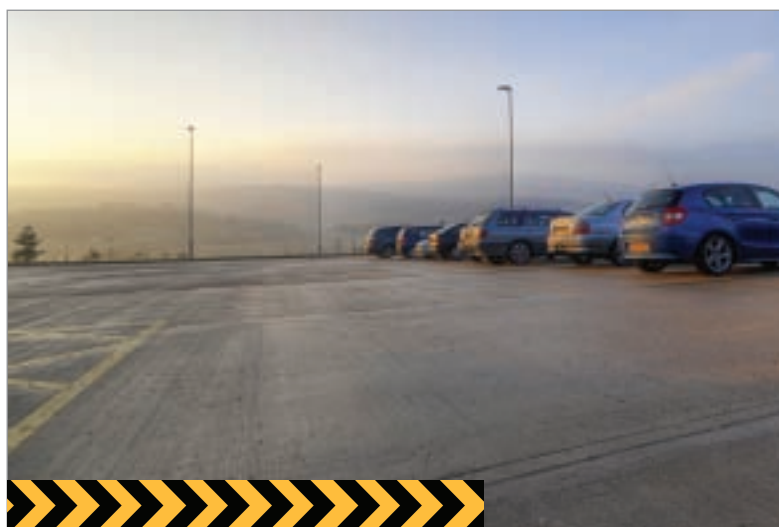
- The accident analysis indicated the job of driver is a high risk occupational group. Drivers involved in incidents are mostly company employees and of Irish nationality. A third of the sample agreed that from time-to-time you have to expect that drivers will take risks to get the job done.
- Some interviewees noted how at their organisations, when people are working on or near vehicles (e.g. loading/unloading), they 'rarely' or 'never' wear high visibility clothing.
- Some interviewees noted how vehicles can 'often' or 'sometimes' be seen going too fast. These findings may indicate lower risk awareness amongst some drivers in the workplace.
- The survey also found refresher training was not being provided universally.
- Despite the high-risk nature of the role, the information review identified a clear gap in the guidance aimed directly at drivers, with most information being targeted at employers who are then required to disseminate the information.



8. Work Related Vehicle Safety Intelligence & Statistics

■ Pedestrian findings

- The survey indicated the majority of organisations had members of the public accessing their site.
- Most organisations surveyed also had their own workers, or official site visitors moving around the workplace on foot.
- Survey results highlighted almost half of the organisations agreed that pedestrians were not aware of the risks associated with workplace transport.
- Several interviewees noted how when site visitors were near vehicles, they 'rarely' or 'never' wore the same personal protective equipment as employees.
- Several interviewees noted how visitors are 'rarely' or 'never' accompanied around the site by a member of staff.
- Possibly the most significant finding is that the clear majority of organisations surveyed confirmed they 'always' observed pedestrians walking across areas where vehicles operate.
- The information review identified that there was limited guidance aimed directly at the pedestrians themselves. Pedestrian movement (workers and members of the public) is therefore a risk that may need addressing through guidance.



■ Workplace findings

- The types of vehicles seen commonly on the road, for example: cars, vans, LGVs and motorbikes, also accounted for the most commonly found vehicles within the workplace perimeter. Specialised industrial vehicles less commonly encountered on the road, such as forklift trucks, did not feature as heavily. This indicates that across workplaces, it is important to take into account the movements of 'everyday' vehicles at a workplace, such as cars and vans as well as specialised industrial vehicles.
- Most organisations (67%) surveyed had members of the public visiting their workplaces. This confirms that when undertaking risk assessments of workplace transport activities, the safety of non-workers must also be considered and appropriate control measures adopted.

8. Work Related Vehicle Safety Intelligence & Statistics

- Factories, industrial sites and warehouses are the work environments where the largest total number of workplace transport related incidents has been reported to HSA.
- The industry survey found that the most common vehicles found within the workplace were cars, vans, waste carrying vehicles and HGVs.
- A considerable number of organisations had not considered the layout of their site in over 20 years.
- Less common site features included having a safe refuge for visiting drivers during loading / unloading activities, lanes for vehicles to travel in, barriers between pedestrians and vehicles and traffic lights / signals to help manage moving site traffic.
- The majority of organisations owned their own site and did not share it with anyone else, making the management of site safety within their own control.
- 32 out of 111 organisations did share their workplace with other organisations. Issues may include how companies jointly manage site safety and how they manage company interfaces.
- There were a number of organisations in the survey who did not operate their own vehicles, but experienced a reasonably high level of vehicle activity at their workplace (i.e. suppliers, deliveries and visitors).
- These organisations may not have been traditionally targeted with workplace transport site safety information, but do represent a real risk area and should therefore be considered.



- Vehicle Selection & Maintenance Findings
 - The evidence revealed that workplace vehicles are typically selected on their suitability for the task and some of the more traditional workplace transport vehicles used across industry, such as HGVs and forklift trucks, do have a range of safety features.

8. Work Related Vehicle Safety Intelligence & Statistics

- A small number of organisations revealed that drivers still require access to the top of the vehicle, the majority were in the education sector and the vehicles included buses and vans and related to luggage storage.
 - In general, industry self-reported good vehicle maintenance procedures; typically using contractors to carry out maintenance work.
 - The review of existing information revealed that there is widespread information available on selecting and maintaining vehicles.
- Workplace Transport Management
- Particularly significant were the responses about how workplace transport was being *managed*, specifically:
 - Whilst 94% of employers had a general health and safety management system in place, only 60% said they had a workplace transport management system in place, including policies and procedures.
 - Safety briefings covering workplace transport were only provided by around 55% of the employers surveyed.
 - Safety tours by managers, which covered workplace transport, were only carried out by around 43% of the employers surveyed.

HSA Inspection Survey Data

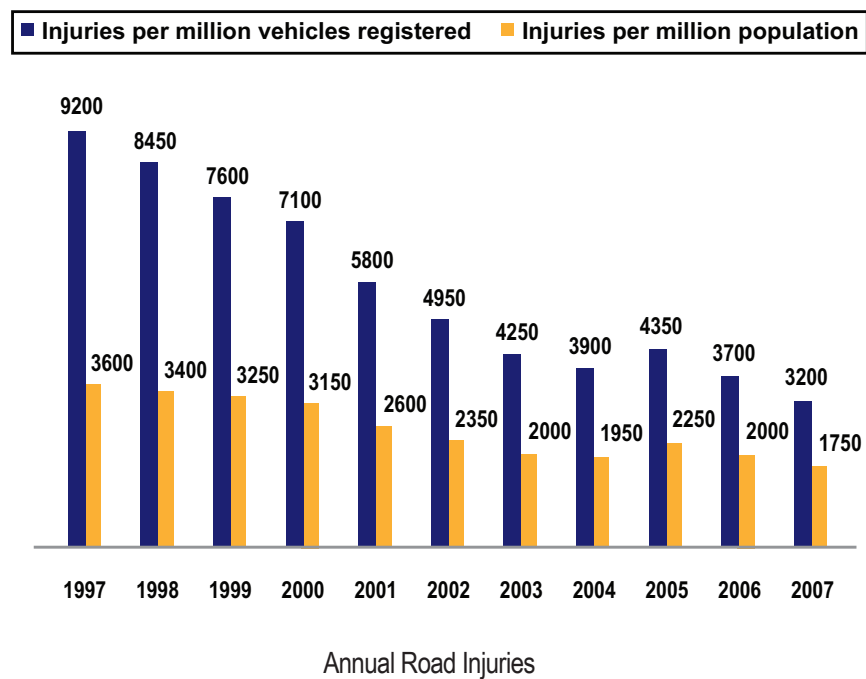
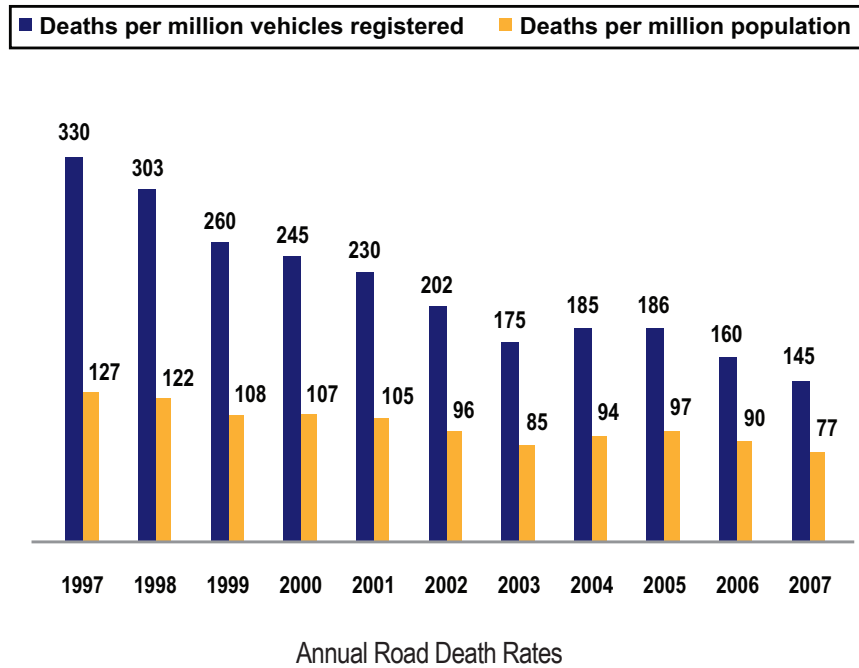
59. In 2008, HSA Inspectors proactively targeted workplace transport issues to support the work carried out by Noble Denton. The HSA then analysed the results from this 2008 inspection survey data. This survey samples the risk control measures in place at workplaces. In relation to workplace transport, the compliance found was:

Risk Control Indicator	% of workplaces demonstrating compliance
Documented risk assessment for Workplace Transport	48
Traffic management plan in place	38
Documented site rules on Workplace Transport	38
One way traffic system in place	25
Risks associated with reversing vehicles addressed	38
Vehicle preventative maintenance system in place	86
Loading and unloading documented procedures	38
Driver vetting and authorisation system in place	71
Driver handbook in place	23

8. Work Related Vehicle Safety Intelligence & Statistics

Road Deaths

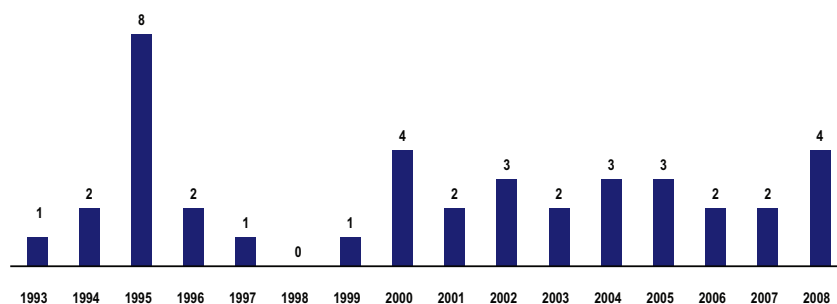
60. Data from the Road Safety Authority shows that between 1997 and 2007 road death rate in Ireland is decreasing, though it is still unacceptably high. Incidents involving injuries show similar patterns.



8. Work Related Vehicle Safety Intelligence & Statistics

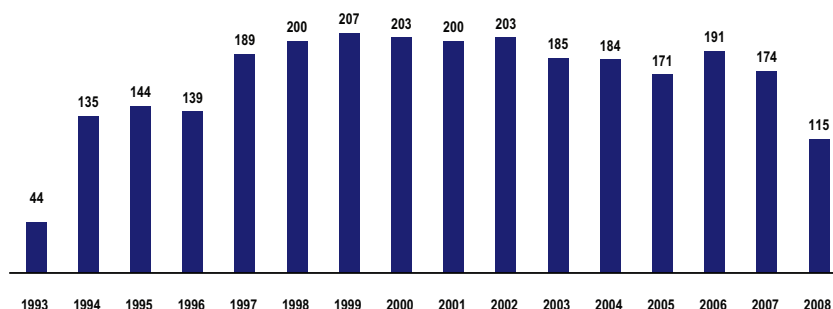
61. It is not known what proportion of the above accidents involves a vehicle being driven for work purposes. An Garda Síochána collect data when attending Road Collisions using form CT683 (PC16), which is input onto an electronic database. However this does not currently include information about whether the vehicle(s) involved were being used for work purposes at the time of the collision⁴.
62. In the UK it has been estimated¹ that between a quarter and third of all road traffic incidents involved someone who was at work at the time.
63. It is not possible to know whether a similar proportion of road collisions in Ireland involve someone at work. However, if this were the case, then this could account for around 100 deaths and 2,500 injuries per annum. This plan suggests ways in which such figures could be reliably obtained.
64. Analysis of those incidents actually reported to the HSA was carried out. A basic analysis indicates that around 2 - 4 deaths involving a road traffic vehicle at a location other than a workplace are reported each year, although this is known to be subject to significant underreporting⁴. Furthermore, this exercise was undertaken by making use of the coded information in the database, which means that the analysis produces different results to the manual analysis of fatal injuries in Section 6. This further illustrates the difficulty in extracting summary data, particularly for non-fatal accidents for which a manual analysis is not feasible.

Fatal Injuries



65. Mindful of the limitations, it is important to note that the analysis indicates that between 100-200 non-fatal driving for work injury incidents involving a road traffic vehicle at a location other than a workplace are reported each year, although again underreporting means that the actual number is likely to be much greater. It is important to note that there are limitations to the available data, in addition to underreporting and coding, there are also data quality issues.

Non Fatal Injuries



8. Work Related Vehicle Safety Intelligence & Statistics

66. The HSA introduced a field on the incident report form (IR1) in 2003, which, if completed, would greatly assist in monitoring how many incidents on the road are reported each year. This field was the 'Injury Reason' and provides employers with the option to record the cause of the incident, amongst other options as being:

- Injured by a vehicle or transport: on a road; OR
- Injured by a vehicle or transport: in the workplace.

However, in 67% of records of the dataset analysed, this field was not completed. However, from the beginning of 2009, the HSA has introduced a new online accident reporting system and this makes the completion of the above field mandatory. This will greatly assist future work on work related vehicle safety and we have set out in the outputs of this plan our proposals to further improve the intelligence available to us.

67. There are therefore significant uncertainties about the level of harm being caused by driving for work in Ireland. However, research has been carried out¹² into how well the risks arising from driving for work are being controlled by Irish employers. This research shows that:

- 42% of the employers surveyed do not include driving for work in their Health & Safety management policies.
- 40% do not perceive driving for work as a risk in their organisation.
- 49% do not take any steps to ensure that drivers are fit to drive for work (for example through driver assessment, interview, licence check etc).

68. It is clear that further work is needed to fully understand the harm caused in Ireland by driving for work. However it is also clear that currently too few employers are controlling the risks of this potentially high-consequence activity by good management practices, from policy to implementation and review.

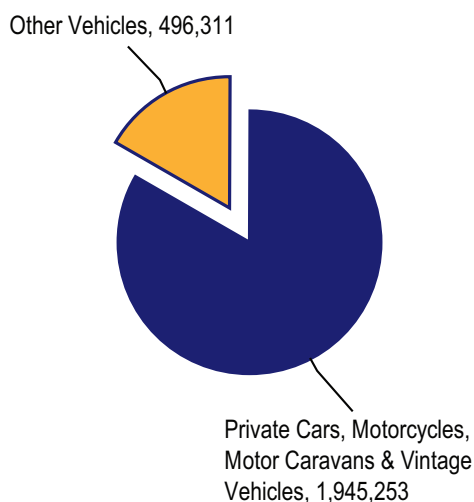
69. All employers need to review their practices to ensure that they are reducing the risks arising from their staff driving for work. As well as being a regulator, the HSA is also an employer and is committed to being an exemplar and will therefore be reviewing its own practices in this area.

8. Work Related Vehicle Safety Intelligence & Statistics

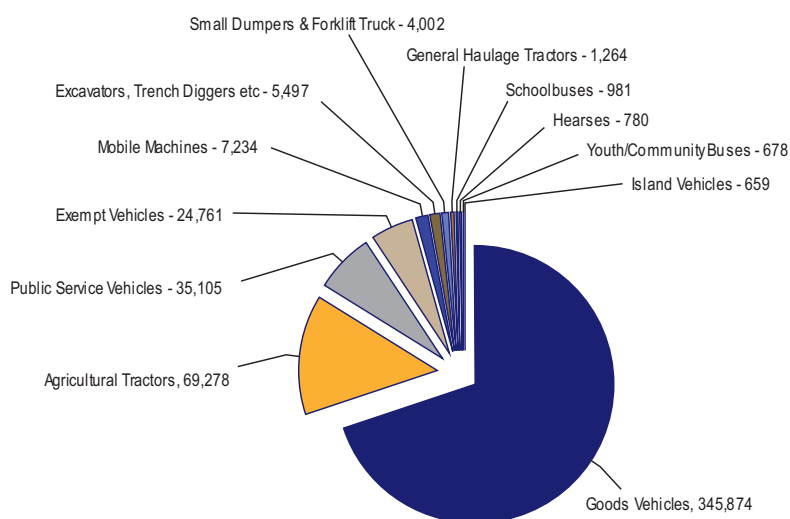
Vehicle Populations

70. In order to gain further intelligence on the use of vehicles for work we carried out an analysis of data on registered vehicles in Ireland supplied by the Department of Environment. This data, which was the most recent data available, contained a summary of the registered vehicles recorded on 31 December 2007.

71. Almost 2.5 million vehicles were registered. The majority of these, around 1.9 million were made up of private vehicles, which could be used for either work or domestic and leisure purposes.



72. The remaining 0.6 million vehicles are likely to be used in the main for work purposes. These are further broken down below.



73. It is important to remember that this data includes only those vehicles registered to travel on the road. This means that vehicles which are not registered, for example those intended to be used exclusively in a factory premises will not be included here. However the data still provides useful information on which to base our priorities.

8. Work Related Vehicle Safety Intelligence & Statistics

74. Registered vehicles in the category 'exempt vehicles' covers vehicles used for work purposes as this category can include the following vehicles¹³ in many cases:

- State-owned and diplomatic vehicles.
- Some vehicles used by disabled drivers and disabled passengers which may be used for work purposes.
- Emergency service vehicles, including ambulances, fire engines and vehicles for launching lifeboats and associated equipment.
- Some road construction vehicles, such as road-rollers.
- Vehicles used for cleansing public streets and roads.

75. The majority - 71% - of the vehicles likely to be used mainly for work purposes are goods vehicles, followed by agricultural tractors, which account for 14% of these vehicles. This information, along with for example, incident data suggests that:

- Certain industrial sectors are particularly high risk sectors in relation to work related vehicle safety, for example agriculture and construction are particularly important sectors, and the HSA will need to make specific interventions in these areas.
- The risks created by goods vehicles, which make deliveries to workplaces and use the road to travel between them need to be carefully managed.
- The diversity of other vehicles means that the HSA will need to continue to approach safe driving for work with a cross-cutting approach, as well as taking industry specific action.

9. The Five Year Plan

76.

Key Points

- We know that no single action will solve the problems leading to work related vehicle safety incidents.
- The plan we have developed is a multi-step approach and requires collaborative working between employers, the HSA and partners.
- The plan contains linked initiatives that set the groundwork for further progress in later years.
- Employers must not wait to begin tackling work related vehicle safety as the initiatives evolve. There are actions that can be taken now by using well-established safety management practices to improve risk control.
- We will set up a work related vehicle safety partnership to enhance collaborative working and to review progress and make changes to our approach as necessary.

77. In developing the plan we have followed four important principals:

- Those who create risks, e.g. employers and employees, are those best placed to manage them, although they will often need assistance and guidance to do so.
- No single organisation, acting alone, can influence improvements in work related vehicle safety.
- No single step, action or initiative will be effective by itself.
- Some actions require groundwork to be done beforehand in order to be effective.

78. To solve problems effectively requires accurate and up-to-date profiles of what the priorities are, including effective use of intelligence and research. The outputs from the plan are classified under the following headings, which are defined earlier in this document:

- Awareness Raising
- Education & Training Systems
- User Intervention Tools
- Compliance Programme
- Intelligence & research
- Partner & stakeholder engagement.

It is proposed that each year of the plan will have a number of strategic themes, in addition to the more specific actions described on the following pages. These themes have been identified based on available evidence. These will be subject to review and amendment as risk trends emerge from the evidence collected going forward.

9. The Five Year Plan

Yearly Themes

Year	Theme
2010	Risk Assessment Managing Pedestrians Managing Reversing Vehicles
2011	Risk Assessment Loading and unloading. Load securing. Preventing Falls from vehicles.
2012	Risk Assessment Preventing Entanglement Focus on specific vehicle types involved in accidents Driver health
2013	Risk Assessment DFW Compliance Training and support DFW Employer guidance and information
2014	Risk Assessment Preventing contact with overhead power lines involving vehicles. Managing People who Work On or Near a Road

An interim review of the plan's progress will be carried out in 2012 with a full review in 2014.

9. The Five Year Plan: Laying The Groundwork

Actions Completed To Date

The following table represents some of the initiatives already undertaken during the course of 2009 which were key processes running in parallel with the development of the plan and which were opportunities to lay the groundwork for future engagement with stakeholders.


1	Brief inspectors on Authority's approach to WRVS	Formal briefings with given to compliance inspectors on WRVS approach	HSA
2	Develop a Rider Operated Lift Truck Training Standard	Explored training needs and need to develop new or migrate existing standards	HSA/ FETAC
3	Develop Frequently Asked Questions (FAQ) on key WRVS topics.	FAQ developed and published on HSA website	HSA
4	Train Inspectors on the risks associated with loading & unloading and load securing to improve knowledge of good safety practice	Initial loading and unloading training provided for selected inspectors	HSA
5	Examine employer compliance profile in respect of WRVS annual themes	Examined compliance intelligence from inspection survey and other data	HSA
6	Publish Noble Denton Research commissioned by the HSA into workplace transport safety	Research published on HSA website	HSA
7	Examine results of RSA Driver survey	Examined emerging trends and triangulate with other sources of data/intelligence	HSA/RSA
8	Hold joint HSA/RSA international road safety seminar on WRVS	Road Safety at Work joint conference held in June 2009	HSA/RSA
9	Conduct HSA internal review of data collection via various routes to ensure that the right information is collected to influence future WRVS interventions	Evaluate HSA data collection, including data quality, availability and underreporting. To include a review of data quality/validation on IR1, IR3 and Dangerous Occurrence forms	HSA
10	Roll out workplace transport safety Risk Control survey on the HSA database	HSA database risk control survey developed for roll out	HSA
11	Review Compliance database to build evidence and inform approaches annually	Annual review of compliance database	HSA
12	Work with the RSA to conclude the publication of Driving for Work document and CD Rom	Driving for Work CD Rom launched at Road Safety at Work Conference and limited number of copies distributed. CD available to download on HSA and RSA websites	HSA/ RSA
13	Review road traffic collisions intelligence	HSA submission on improvement to CT68 form in respect of work related road collisions accepted	HSA/RSA/ An Garda Síochána


9. The Five Year Plan: Actions


Awareness Raising

Goal 1: Raise national awareness of the risks associated with Work Related Vehicles

KEY

Work Related Vehicle Safety 

Workplace Transport 

Driving for Work 

Action No.	Description	Proposed Task(s)	Responsibility	Time-frame
1.1	Raise awareness amongst employers of the legal requirement to report WRV and road traffic collisions directly to the HSA	Develop guidance material and make available to employers through employer bodies, WRVS partnership, seminars, via website and compliance division.	HSA / RSA / Employer Bodies	2010 +
1.2	Raise awareness of the work related vehicle safety plan and promote recently produced guidance material	<p>Engage with existing stakeholders to promote the plan, by building new alliances and influencing changing priorities. Work in partnership at national, regional and local level to maintain momentum.</p> <p>Raise awareness and build on the specific work related vehicle safety themes for each year of the plan.</p> <p>Promote the following guidance via the internet and partnerships:</p> <ul style="list-style-type: none"> ■ Code of practice on the safety of quarry vehicles. ■ Safe use of all-terrain vehicles (ATVs) in Agriculture and Forestry - Information Sheet. ■ Use Of Mobile Machinery On Construction Sites – Information Sheet. ■ Driving for work checklist & Workplace transport checklist. ■ Include relevant WRVS articles on quarterly safety newsletter for construction related 	HSA / WRVS Partners	Q1, 2010 +
1.3	Promote WRVS sector specific themes in Code of practice on Agriculture	Promote by holding talks/ seminars in conjunction with key partners and promoting key issues arising from the farm safety action plan.	HSA/FSP	2010+
1.4	Integrate WRVS themes into sectoral programmes	Ensuring collaboration between sectoral leads to ensure that vehicle themes are present in all relevant material produced and in all interactions.	HSA	2010-2014 [Annually]

9. The Five Year Plan: Actions

Awareness Raising

Goal 1: Raise national awareness of the risks associated with Work Related Vehicle Table Cont..




Action No.	Description	Proposed Task(s)	Responsibility	Time-frame
1.5	Promote case studies on good management of workplace transport safety.	Make web based case studies available	HSA	2010+
1.6	Develop a programme to raise awareness of risks associated with working in and around vehicles.	Programme developed to include: <ul style="list-style-type: none"> ■ Loading/unloading ■ Load securing ■ Falls from vehicles. 	HSA / RSA	2010
1.7	Raise awareness of safe traffic management practices at transient workplaces, such as roadworks. To include running events on the correct signing, lighting and guarding of road works.	Raise awareness through existing structures relating to the construction programme.	HSA / DOELG / RSA	2010 / 2011
1.8	Raise awareness of safe selection/use of vehicle equipment:	Develop guidance material on: <ul style="list-style-type: none"> ■ Selection of vehicles. ■ Safety belts, usage and maintenance. ■ Vehicle pre-use checks. ■ Towing equipment. 	HSA / RSA / An Garda Síochána/ DOT	2011/ 2012
1.9	Promote awareness of key Workplace Transport related signs from Safety Signs Regulations.	Develop short information note and make available on the web.	HSA	2011
1.10	Raise awareness of specific hazardous activities.	Develop support and guidance material on specific hazardous activities such as: <ul style="list-style-type: none"> ■ Entering and exiting workplaces. ■ People who work in the vicinity of vehicles. ■ Driving on Haul roads. ■ Avoiding overhead lines. ■ Slow moving work vehicles. ■ Working at or near openings or excavations. ■ Preventing Driver Distractions. 	HSA	2012+

9. The Five Year Plan: Actions

Education & Training Systems

Goal 2: To influence the content, uptake and quality of education and training programmes in relation to work related vehicle safety.

KEY

Work Related Vehicle Safety	
Workplace Transport	
Driving for Work	

Action No.	Description	Proposed Task(s)	Responsibility	Time-frame
2.1	Influence the syllabus of education programmes aimed at safety practitioners to include work related vehicle safety.	Influence the development of specific work related vehicle safety modules on courses aimed at safety practitioners including SHWW diploma and IOSH courses.	HSA	2010
2.2	Develop a Rider Operated Lift Truck Training Standard	Set up standard development group to include key existing training bodies and develop a training standard.	HSA/FETAC	2010
2.3	Integrate WRVS themes into new technologies for learning.	Complete the serious gaming program for incorporating WRVS theme for 2nd level (15 – 18 year old) students. Complete for 3 rd level E-Learning program incorporating WRVS scenarios	HSA / HEA	2010
2.4	Influence the mainstreaming of WRVS into specific sectoral training courses.	Liaise with agriculture sector stakeholders to incorporate WRVS themes into Tractor skills training. Explore integration and embedding of WRVS as a topic into existing transport related vocational courses. Influence syllabus for construction and quarrying certification schemes to include WRVS as a defined topic	HSA / FSP HSA/WRVS Partners HSA/FÁS	2010+
2.5	Influence the syllabus of selected educational programmes to contain WRVS topics.	Influence the work related content of the road safety programme for transition year students and the third level construction courses, to influence the employees of tomorrow.	HSA / RSA / CSP	2010/ 2011
2.6	Explore development of a WTS training standard for persons responsible for managing WTS.	Explore possibility of development with partners.	HSA / WRVS Partners	2011/ 2012
2.7	Research vehicle-specific training provision & make recommendations for improvement.	Investigate what vehicle specific training is provided by employers and consider what additional externally provided training should be recommended on a risk-basis.	HSA	2013/ 2014

9. The Five Year Plan: Actions

Intervention Resources

Goal 3: Produce guidance and other resources to assist in assessing and controlling the risks associated with work related vehicles

KEY

Work Related Vehicle Safety	■
Workplace Transport	■
Driving for Work	■




Action No.	Description	Proposed Task(s)	Responsibility	Time-frame
3.1	Review the current information on managing WRVS to inform development of further material and update as required	Review of the existing guidance and delivery methods and their effectiveness.	HSA	2010
3.2	Promote a single 'one stop shop' source of relevant information to employers	Develop a web-based portal with links to information provided by individual state bodies.	WRVS Partners	2010/2011
3.3	Develop Frequently Asked Questions (FAQ) on key WRVS topics.	FAQ developed and published on HSA website.	HSA	2010+
3.4	Develop guidance aimed at employers	<ul style="list-style-type: none"> ■ Explore the development of guidance on workplace design and layout and case studies on specific WRVS risk scenarios. ■ Develop guidance aimed at shared places of work ■ Develop guidance aimed at preventing drug-driving. ■ Develop WRVS guidance aimed at supporting smaller businesses and guidance on safely managing visiting vehicles and drivers. ■ Develop WRVS guidance on worker health 	HSA / WRVS Partners	2011/2012
3.5	Develop further guidance and awareness raising materials aimed directly at employees.guidance aimed at employees (e.g. drivers)	<ul style="list-style-type: none"> ■ Develop information/guidance specifically for workplace transport drivers. ■ Develop information/guidance specifically for pedestrian workers. ■ Develop information and guidance for people who work on or near the road ■ Entering and exiting workplaces. ■ People who work in the vicinity of vehicles. 	HSA	2012+
3.6	Review the need for additional sector specific guidance annually	Annual review of available guidance by HSA and partners.	HSA/WRVS partners	2010+

9. The Five Year Plan: Actions

Intervention Resources *Cont...*

Goal 3: Produce guidance and other resources to assist in assessing and controlling the risks associated with work related vehicles

KEY

Work Related Vehicle Safety	
Workplace Transport	
Driving for Work	

Action No.	Description	Proposed Task(s)	Responsibility	Time-frame
3.7	Produce workplace transport guidance in a single illustrated volume aimed at managers and safety practitioners.	Produce guidance, following development and consultation.	HSA	2012
3.8	Translate existing information into different languages for non-Irish nationals.	Information produced in other languages on a prioritised basis.	HSA	2012
3.9	Produce posters on WTS for employers	Posters produced and available in hard copy and electronically to employers.	HSA	2010+
3.10	Consider additional guidance on vehicle related topics.	Guidance considered to include: <ul style="list-style-type: none"> ■ Vehicle attachments ■ Visual aids ■ Vehicle maintenance ■ Forklifts ■ Site Dumpers. 	HSA	2013
3.11	Develop WRVS guidance for drivers on health issues	Guidance considered to include <ul style="list-style-type: none"> ■ Ergonomics ■ Manual handling ■ Driver health 	HSA/	2012

9. The Five Year Plan: Actions

Compliance Programme

Goal 4: To achieve continued improvements in work related vehicle safety through targeted inspection, investigations and enforcement action, as appropriate

KEY

Work Related Vehicle Safety	■
Workplace Transport	■
Driving for Work	■

Action No.	Description	Proposed Task(s)	Responsibility	Time-frame
4.1	Benchmark HSA WRVS performance as an employer against good practice	Audit of HSA's own performance against key published benchmarks, including Driving for Work guidance.	HSA	2010+
4.2	Develop a HSA training programme for Inspectors to support implementation of the WRVS plan across all sectors	Develop time-bound training programme.	HSA	2010+
4.3	Develop targeted inspection programme to promote the HSA/RSA Driving for Work guidance & requirements to report DFW incidents.	Targeted inspections on the basis of the available evidence and consultation with key stakeholders.	HSA / RSA	2011+
4.4	Explore potential for joint training of enforcement bodies on WRVS risks to improve effectiveness of enforcement.	Arrange joint meeting to discuss training priorities and targeting.	HSA / An Garda Síochána / RSA	2010+
4.5	Carry out targeted inspections, on WRVS risk assessments	Devise inspection programme and targeting on the basis of risk.	HSA	2010+
4.6	Increase the number of WRVS inspections on a targeted basis in high risk sectors.	Map and improve available resources.	HSA	2010+
4.7	Increase number of inspectors looking at WTS in each sector (Cross sector).	Map and improve available resources.	HSA	2010+
4.8	Examine employer compliance profile in respect of WRVS annual themes	Examine compliance intelligence from inspection survey and other data.	HSA	2010+

9. The Five Year Plan: Actions

Intelligence & Research

Goal 5: To develop a profile, share intelligence and conduct research to inform Work Related Vehicle Safety interventions at a national level.

KEY

Work Related Vehicle Safety	
Workplace Transport	
Driving for Work	

Action No.	Description	Proposed Task(s)	Responsibility	Time-frame
5.1	Review HSA compliance and incident database to build evidence and inform approaches annually	Annual review of database.	HSA	2010+
5.2	Review incident trends and report emerging findings to WRVS partnership	Annual review of trends compiled and reported to the partnership.	HSA	2010 – 2014 (Annually)
5.3	Review emerging data from HSA, RSA, Garda and insurance industry sources to determine further DFW themes and targets.	Use the partnership process to review, triangulate and prioritise emerging trends with which to target further interventions.	HSA / RSA / An Garda Síochána / Insurance Industry	2011
5.4	Review approach to investigating WRVS incidents to ensure that root causes and accident triggers are accurately captured to provide further intelligence.	Case studies used to review accident investigations to identify improvements.	HSA	2011

9. The Five Year Plan: Actions

Partner & Stakeholder Engagement

Goal 6: To identify and engage with organisations with shared objectives to achieve sustained improvements in work related vehicle safety standards nationally.

KEY

Work Related Vehicle Safety	
Workplace Transport	
Driving for Work	

Action No.	Description	Proposed Task(s)	Responsibility	Time-frame
6.1	Consult with key partners to set up the work related vehicle safety partnership.	Identify and consult with key partners to establish formal partnership. Fully establish partnership.	HSA	2010
6.2	Engage with employers groups and employee's organisations to ensure the ongoing HSA approach is effective.	Employer's groups and employee's organisations to be identified to join partnership.	ICTU and Employer Bodies	2010
6.3	Review road traffic collisions intelligence.	Work with relevant partners to improve CT68 intelligence on work related road traffic collisions.	HSA/RSA/ An Garda Síochána	2010+
6.4	Explore sharing of intelligence and data on work related vehicle incident from Insurance Claims and trauma data from emergency departments.	Establish the intelligence available and how sharing could occur to enable a further source of intelligence to be developed.	HSA / Insurance Industry / HSE	2011
6.5	Liaise with existing HSA partnership committees to, promote WRVS, prevent duplication and maximise synergies.	Annual formal liaison with Construction and Farming partnerships to improve impact and prevent duplication.	WRVS partners / CSP/FSP	2010 – 2014 (Annually)

10. Glossary Terms

Glossary of Terms

CSP	Construction Safety Partnership
DOT	Department of Transport
DFW	Driving For Work
DOELG	Department of environmental local government
FÁS	Foras Áiseanna Saothair
FETAC	Further Education Training Awards Council
FSP	Farm Safety Partnership
RSA	Road Safety Authority
HEA	Higher Education Authority
HSA	Health & Safety Authority
HSE	Health & Safety Executive
IAMI	The Institute of Advanced Motorists in Ireland
ICTU	Irish Confederation of Trade Unions
WNR	Working on or Near the Road
WRRS	Working Related Road Safety
WRVS	Work Related Vehicle Safety
WTS	Workplace Transport Safety

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Work Related Vehicle Safety

Five Year Plan
2010 - 2014

*Working to create a
national culture where all
commit to safe and
healthy workplaces and
the safe and sustainable
use of chemicals*

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