Managing vehicle risks in the workplace
forklifts, pedestrians, reversing, manoeuvring

Deirdre Sinnott
Senior Inspector
Work Related Vehicle Safety Programme

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Safe Workplace - Design & Layout

- Right for own and visiting vehicles
- Parking for cars separate to vans/trucks
- Entrances/gateways wide enough
- Routes marked and controlled
- One way systems where necessary
- Workplace signs
- Sensible speed limits
Managing pedestrian movement

- Control entry
- Accompany visitors
- Separate routes for pedestrians
- Barriers or rails at entrances/exits
- Fork lift routes indicated by floor lines
- Where pedestrian & vehicle routes cross, safe crossings provided
- Routes for public clearly signposted
- Visiting drivers supervised
Parking Areas

- Suitable & sufficient parking areas for work & private vehicles
- Mark parking areas. Sufficient space between cars.
- Safe locations – drivers should not have to cross dangerous areas
- Delivery and collection areas assigned
- Parking areas well signed and lit
- ‘Reverse in Drive out’ rule for car parks
Forklifts are dangerous

- Involved in many workplace accidents
- Typically when the forklift is reversing because the driver did not see them.
- Injuries resulting from forklifts are generally very serious because of their size and weight.
- Accidents involving forklifts are often caused by poor supervision and a lack of training.

In 2014 the average claim awarded for FLT injuries amounted to €28,000, the highest award was €116,000 (Injuries Board data; 2015)
Forklift training and pre use checks

Employers must

• make sure that drivers are familiar with the vehicle they are driving
• give appropriate instruction, information and training to use the vehicle in the correct and safe manner.
• Make sure the operator carries out a forklift pre-checks before use
  • The pre-check only takes a few minutes. It makes sure that obvious defects that could affect forklift safety and the safety of others are identified
Forklift Safety Resources & Guidance

HSA YouTube Channel


Reversing, slow speed manoeuvres and pedestrians

- One way
- No parking in this area
- No reversing without a banksman
- Caution: Pedestrians crossing
- Driver notice: No unauthorised entry, keep clear, parking instructions must be obeyed, speed limits must be observed

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Assess the risks

Reversing / manoeuvres

• Is it absolutely necessary?
• Are there alternatives that have less risk? Such as......

What are the risks?

• Damage to property / vehicles
• Customer / Client service delivery failure
• Legal implications
• Poor company image
• Personal and or third party injury – Fatality!
Reversing Vehicles key points

- Remove need for reversing of trucks and vans
- One way systems
- Identify & mark reversing areas
- Exclude non-essential personnel from areas
- Use banksmen and recognised signals
- Install stop blocks or buffers to prevent vehicles reversing onto people/structures
- Reversing aids
Keeping Pedestrians Safe

This picture shows the driver’s potential blind spots of nearby pedestrians.
Clear warning of risks of moving vehicles
Top Tips

Control Entry

Segregate

Eliminate reversing
Top Tips

Clear Routes

Be Seen

Accompany
Pedestrian Safety Resources & Guidance

HSA YouTube Channel

Information Sheets Pedestrian Safety in the Workplace.pdf

Pedestrian Safety in the Workplace

Information Sheet

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

Pedestrians can be exposed to potential harm in their own workplaces from vehicle movements, falling objects, wet slips and trips. Pedestrians should always be able to wrongdoing and avoiding 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, more people per year are killed by being run over, crushed or otherwise injured while walking in Irish workplaces. Many others suffer serious injuries.

Pedestrians are people who work or visit the workplace. They can be employees, members of the public, or visiting workers. Where vehicles operate, pedestrians can be particularly vulnerable. This is why proper controls must be put in place to keep them safe. Visitors, especially, can create risk for themselves and others because they are not familiar with the procedures within the workplace.

What the law requires

In any pedestrian and vehicles must be able to operate safely within and without areas that are workplaces. Pedestrians must be clearly identified and made to understand the number of vehicles, and the work activities. Mobile equipment must have sufficient clearance for doors, gates, and models used by pedestrians. Where vehicles and pedestrians share space, there must be adequate safety measures. When pedestrians share the workplace, pedestrian safety can often be improved by creating dedicated pathways to transport and the pedestrian. Where self-contained transport equipment is used, pedestrians should be made to understand these pathways 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.
E-learning resources

Workplace Transport Risk Management
4 courses
Cross Sectoral approach
Launched June 2015

Workplace Transport e-learning courses

© Health and Safety Authority
Thank you

www.vehiclesatwork.ie
www.loadsafe.ie
Ergonomics Risk Management in Transport Operations

Frank Power Ergonomist (Inspector)
May 2018
Ergonomics Risk Management in Transport Operations

Ergonomics?

“Fitting the task to the human” (Grandjean)

• Studying the way work impacts on the individual
• Quantifying the physical risks such as excessive force, awkward posture, repetition.
• Developing better ways of carrying out a work activity
• Managing the risks so that the workers can work within their capabilities and protect their musculoskeletal health.
Placing loads in the back of a truck from ground level: Load Weight 80kg
<table>
<thead>
<tr>
<th>Hazard</th>
<th>Who is affected</th>
<th>Control Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manual Handling of Loads</td>
<td>All staff</td>
<td>When lifting a load:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Assess the load</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Think before you lift;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Keep the load close to your waist;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Adopt a stable position;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ensure a good hold on the load</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Avoid twisting the trunk or leaning sideways, especially while the back is bent;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Keep you head up when handling</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Move smoothly;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Don't lift more than you can handle</td>
</tr>
</tbody>
</table>
Ergonomics Risk Management: Use of Appropriate Handling Equipment
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 10000 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)
Statistics: Transport and Logistics Sector

• Between 2009 and 2013 there were 4,991 work related accidents in this sector and 25% resulted in injuries to the musculoskeletal system including the back.

• In 2016 over 40% of all injuries reported in the Transport and Storage Sector were injuries resulting from manual handling work activities.
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 which involves risk

• 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 ergonomic risk factors in Schedule 3 of S.I. 299 of 2007 and take steps to avoid or reduce the risk of injury
Ergonomics Risk Management: What does it require?

• Knowledge of the nature of work carried out with a focus on work activities to avoid or reduce manual handling that involves risk
• Ability to effectively communicate and consult with staff
• Ability to use evidence based risk assessment tools (e.g. use of Manual Handling Assessment (MAC) Tool) to identify the ergonomic risk factors that contribute to the risk of musculoskeletal injury or ill health
• Ability to develop appropriate or innovative solutions to reduce or eliminate risk factors including force, repetition and awkward posture
• Ability to transfer knowledge of new control measures or solutions in place
• Ability to influence management
The Health and Safety Executive
Manual Handling Assessment Charts
(Mac Tool)

• This is a tool designed to assess and quantify the most common risk factors in lifting, carrying and team handling operations
• It is evidence based and validated
• It is widely used in the UK at workplace level to manage ergonomic risk
• It can be used in to determine whether or not there is a contravention of the Manual Handling of Loads Regulation
Identifying Risk Factors: Use of the HSE (UK)

Mac Tool: Load Weight/Frequency
Risk Factors: Horizontal Hand Distance from Lower Back

CLOSE: Upper arms aligned vertically and upright trunk

MODERATE: Upper arms angled away from body

MODERATE: Trunk bent forward

FAR: Upper arms angled away from body and trunk bent forward
Identifying Risk Factors: Use of the HSE (UK) Mac Tool: Vertical Lift Region

Above knee and/or below elbow height
G/0

Below knee and/or above elbow height
A/1

Floor level or below

At head height or above
R/3

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Insert the colour band and numerical score for each of the risk factors in the appropriate boxes below, with reference to your assessment using the tool.

<table>
<thead>
<tr>
<th>Risk Factors</th>
<th>Colour Band (G, A, R, or P)</th>
<th>Numerical Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Load weight and lift/carry frequency</td>
<td>R</td>
<td>6</td>
</tr>
<tr>
<td>Hand distance from the lower back</td>
<td>R</td>
<td>6</td>
</tr>
<tr>
<td>Vertical lift region</td>
<td>R</td>
<td>3</td>
</tr>
<tr>
<td>Trunk twisting / sideways bending</td>
<td>A</td>
<td>1</td>
</tr>
<tr>
<td>Asymmetrical trunk / load (carrying)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Postural constraints</td>
<td>A</td>
<td>1</td>
</tr>
<tr>
<td>Grip on load</td>
<td>R</td>
<td>2</td>
</tr>
<tr>
<td>Floor surface</td>
<td>G</td>
<td>0</td>
</tr>
<tr>
<td>Other environmental factors</td>
<td>G</td>
<td>0</td>
</tr>
<tr>
<td>Carry distance (carrying only)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Obstacles en route (carrying only)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Communication and co-ordination (team handling only)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other risk factors e.g. individual factors, psychosocial factors, etc.</td>
<td>TOTAL SCORE:</td>
<td>19</td>
</tr>
</tbody>
</table>

TOTAL SCORE: 19
Ergonomic Risk Assessment Workshops for Industry: October/November 2018

• Raise awareness amongst stakeholders on the need to manage ergonomic risks at workplace level: Practical Ergonomic Risk Assessment Workshops
The Rapp Tool and Art Tool
The Rapp Tool can be used to assess pushing and pulling work activities which involve moving loads on wheeled equipment such as hand trolleys, pump trucks and moving loads without wheels which might involve actions such as dragging or sliding.

The Art Tool can be used to assess repetitive tasks that involve actions of the upper limbs that are repeated every few minutes or more frequently and occur for at least 1-2 hours per day. (e.g. assembly production or packaging)
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 (e.g. 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?)

• Collect the information needed to make informed judgments (e.g. weight of loads, take pictures or video of the activity, work environment issues such as stairwells, working in tight space)

• Use tools such as the Mac Tool and Rapp Tool to quantify risk

• Develop appropriate control measures by using appropriate mechanical handling equipment or changing the way work is done
Risk Factors: Force: Carrying a 45kg load over a distance
Use of Appropriate Handling Equipment
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
HSA Priority

• Compliance with Regulation 69 (a), 69 (b), 69 (c) which place the emphasis on managing ergonomic risks and implementing appropriate measures to avoid or reduce risk.

• Complete task specific risk assessments of work activities in order to identify ergonomic risk factors and appropriate control measures to avoid or reduce poor ergonomic conditions in the workplace (e.g. Use of Mac and Rapp Tool)

• Implement the appropriate task specific control measures which address the ergonomic risk factors that were identified in the task specific risk assessments

• Develop a safe system of work plan demonstrating and documenting the interventions that have been put in place

• Provide appropriate training to the workers so that they understand what changes have been put in place, how the changes will address ergonomic risk and how they should carry out the task using the appropriate equipment
Useful Guidance Documents


Ergonomics Good Practice.pdf

Link to New Ergonomics Webpage on HSA Website

www.hsa.ie/Topics/Display_Screen_Equipment/
Thank you
Vehicle maintenance

Michael Walsh
Inspector
Work Related Vehicle Safety Unit
Vehicle maintenance

- Regular vehicle maintenance is vital in order to prolong the life of the vehicle and ensure that it is safe to operate
- Different types of maintenance can be distinguished:
  - **corrective maintenance (reactive)**
    - when actions are required to restore from a **failed state** to a working state
  - **preventive maintenance**
    - at **predetermined intervals** or according to prescribed criteria intended to reduce the probability of failure or the degradation of the functioning
    - prevent accidents and delays due to mechanical failure, minimise repair downtime and prevent excessive wear and breakdown
Vehicle maintenance

• prescriptive requirements
• e.g., tailboard goods lift, lorry loader cranes and forklift trucks - thoroughly examined every 12 months
• Regular preventative maintenance should be planned and carried out at predetermined intervals
• carried out by a competent person.
• records must be kept for all workplace vehicles
• Drivers should carry out basic safety checks.
• e.g., tyres, windscreen wipers, washers, lights, indicators and warning devices.
• checklist.
• instruction, information and training.
Vehicle maintenance

Necessary
to ensure the continued safety of the vehicle

Inherently dangerous activity
Vehicle maintenance hazards
(name the hazard – vehicle maintenance has it.....
......they’re all here)

• Noise and vibration
• Manual handling
• Ergonomics – awkward positions
• Electrical safety
• Work at height
Vehicle maintenance hazards
(name the hazard – vehicle maintenance has it.....
......they’re all here)

• mechanical hazards
  • Engine running
  • Rolling roads and brake testing
  • Cutting and grinding equipment

• Fire and explosion
  • Fuels
  • Flame-cutting and welding
  • Tyre and wheel removal, replacement and repair
    • Staying outside the likely explosion trajectory – containment – manual handling of large tyres
    • Working with airbags and seat belt pretensioners
  • Compressed-air equipment
  • thorough examinations
Vehicle maintenance hazards
(name the hazard – vehicle maintenance has it.....
......they’re all here)

• **Chemical hazards**
  • Paint spraying
  • isocyanate paints
  • Proper design, application and use of spray booths and rooms
  • Air-conditioning systems - hydrofluorocarbons
  • engine oils and used oils
  • Dusts and waste products

• **Under-vehicle access**
  • Vehicle (or part of) elevated
  • Vehicle lifts – **thorough examinations**
  • Jacks (including trolley jacks)
  • Inspection pits
  • Preventing falls into pits, visibility, preventing fire and asphyxiation
Key Maintenance Issue

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

• the correct jack for the job should be used.
• capable of taking the load of the vehicle to be lifted
• 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
• supplemented with appropriate stands
• wheels of the vehicle still in contact with the ground should be chocked
• Never work under an unsupported trailer tipping body or other hydraulically operated machinery, e.g. loading shovels, lifting arms, etc.
• The only solution for controlling all of these hazards is to carry out a comprehensive risk assessment and implement the resulting controls.

• Also remember general working conditions
  • ventilation
  • temperatures
  • toilet and washing facilities
  • skin care

• Personal protective equipment
• Emergency procedures and First aid
Vehicle maintenance guidance

Motor Vehicle Repair - Hazardous Chemicals.pdf

Work Related Vehicles /WTS_Safe_Vehicle.pdf

Chemical and Hazardous Substances Motor Vehicle Repair Information Sheet.pdf

Thank you
Bobby Lyons
Denture Care Warehouse Manager
GSK Dungarvan
New HGV Entrance
Denture Care Site

- R-20829
HGV Traffic Management Issues – Oral Care

HGV Activity Yard Operations

Traffic Management of HGV’s in the Oral Care site is impacted by a number of issues:

• There is no staging area between check in at security & when the truck is required to pull onto a bay.

• This leads to a build up of units at Goods in & Out, all of whom are trying to get onto a bay. However, whilst they are parked up they represent an obstacle to the truck coming into or off the bay.

• Drivers need to get out of their vehicles to open / close back doors & to speak to Warehouse staff

  The operation of multiple vehicles in an area poses a risk to the drivers, whilst they are pedestrians.

• There is limited space between the back gate of the OC facility & the security gatehouse. If there is a build up of HGV traffic this stretches down the IDA road. The HGV’s take up considerable space on the road, forcing other traffic ( principally employee's going to OTC) onto the opposite side of the road.
Stage 1 Inbound: HGV Traffic Management Issues – Oral Care

HGV Activity Yard Operations Before

HGV’s parked up on IDA Road
Stage 1 Inbound: HGV Traffic Management Issues – Oral Care

HGV Activity Yard Operations Before

HGV’s parked up waiting for Security
Stage 1 Inbound : HGV Traffic Management Issues – Oral Care

HGV Activity Yard Operations Before

HGV’s Competing for Loading & Parking
Stage 1 Inbound : HGV Traffic Management Issues – Oral Care

HGV Activity Yard Operations Before

HGV’s Operator at Risk of being Struck
Stage 1 Inbound: HGV Traffic Management Issues – Oral Care

HGV Activity Yard Operations Before

HGV’s parked on inbound Loading Bay
Stage 1 Inbound : HGV Traffic Management Issues – Oral Care

HGV Activity Yard Operations Before

- Note the driver entering his vehicle after closing the back doors. Whilst closing the back doors & walking to this vehicle, two (2) HGV’s passed him.

- In addition, the use of one (1) access way for in-bound & out-bound traffic from the site causes bottlenecks @ the gate-house.
Stage 1 Inbound: HGV Traffic Management Issues – Oral Care

HGV Activity Yard Operations Before

HGV’s with no parking available
Stage 2 Out Bound (FD) : HGV Traffic Management
Issues – Oral Care

HGV Activity Yard Operations Before

HGV’s parked on Pedestrian walk way
HGV’s parked at Goods out
Stage 2 Out Bound (FD) : HGV Traffic Management

Issues – Oral Care

HGV Activity Yard Operations Before

HGV’s parked on inbound Loading Bay
Stage 2 Out Bound (FD) : HGV Traffic Management
Issues – Oral Care
HGV Activity Yard Operations Before

No dedicated parking area for Canteen /Courier deliveries
Stage 2 Out Bound (FD) : HGV Traffic Management
Issues – Oral Care

HGV Activity Yard Operations Before

No Set down area available LGV’s
Stage 2 Out Bound (FD) : HGV Traffic Management

Issues – Oral Care

HGV Activity Yard Operations Before

HGV’s parked on Pedestrian walk way
Stage 2 Out Bound (FD) : HGV Traffic Management
Issues – Oral Care

HGV Activity Yard Operations Before

HGV’s parked on Pedestrian walk way
Stage 2 : HGV Traffic Management Improvement Plan DC
Stage 2 Inbound: HGV Traffic Management Improvement Plan (DC)

HGV Activity Yard Operations After

HGV’s New Entrance (3 lanes)
Stage 2 Inbound: HGV Traffic Management Improvement Plan (DC)

HGV Activity Yard Operations After

HGV’s safe Staging Area – Traffic Light system
Stage 2 General Yards: HGV Traffic Management Improvement Plan (DC)

HGV Activity Yard Operations After

New Safety Pedestrian Segregation Walkway
Stage 2 General Yards: HGV Traffic Management Improvement Plan (DC)

HGV Activity Yard Operations After

New Safety Pedestrian Segregation Walkway
Stage 2 General Yards: HGV Traffic Management Improvement Plan (DC)

HGV Activity Yard Operations After

New Safety Pedestrian Segregation Walkway
Stage 2 General Yards: HGV Traffic Management Improvement Plan (DC)

HGV Activity Yard Operations After

Visual Site Rules

[Image of a sign with site conduct rules]

Site Conduct Rules

Your Fire Assembly Point is 1 in the Main Car Park

1) Access to this site is not permitted to unauthorised personnel, excluding members of the public and children.
2) All contractors must report to their contact person when they arrive on site.
3) Please observe all safety procedures that are posted in the relevant areas and wear a high visibility vest or jacket at all times when in the yard area.
4) Eating, drinking and smoking are not permitted in the buildings or yard area on this site, with the exception of designated locations.
5) Please be aware that fork/lifts and powered vehicles are in constant operation in all areas of the buildings and yards of this site. Please stick to footpaths where possible and please refrain from walking on grass verges.
6) Please observe any deep codes procedures that are posted in the relevant areas. (If unsure of these, please ask before you enter any building).
7) Please pay particular attention to housekeeping in the buildings and yard areas of this site. Please use all litter/waste bins provided.
8) Contractors are not permitted to utilise any GSK equipment, facilities, telephone or services without prior arrangement from GSK.

Note: Failure to adhere to these Site Conduct Rules may result in work stoppage or expulsion/exclusion from this site.

23.02.2018
Stage 2 Inbound: HGV Traffic Management Improvement Plan (DC)

HGV Activity Yard Operations After

New Safety Pedestrian Segregation Walkway
Stage 2 Inbound : HGV Traffic Management Improvement Plan (DC)
HGV Activity Yard Operations After

New Safety Pedestrian Segregation Walkway
New Safety Pedestrian Segregation Walkway
Stage 2 Inbound: HGV Traffic Management Improvement Plan (DC)

HGV Activity Yard Operations After

New Safety Hazards Jigsaw
Stage 2 Inbound: HGV Traffic Management Improvement Plan (DC)

HGV Activity Yard Operations After

New HGV Safe Set down area
Stage 2 Inbound: HGV Traffic Management Improvement Plan (DC)

HGV Activity Yard Operations After

Safe Trailer Stop Design (Engineered Controls)
Stage 2 Inbound: HGV Traffic Management Improvement Plan (DC)
HGV Activity Yard Operations After

New Safety HGV Staging Facility
Safe LGV Set down Parking Bays
Large HGV Friendly Signage

- LANDING LEGS MUST BE UP FULLY BEFORE MOVEMENT
- TRAILER JACK STAND IN CORRECT POSITION
- WATCH FOR PEDESTRIANS
- SPEED LIMIT IN YARD: 10 km/h
- FORKLIFTS IN USE
- SAFETY VESTS OR HIGH VISIBILITY CLOTHING MUST BE WORN

When your Truck is idle please ensure the Handbrake is engaged correctly, Tractor Unit is in Gear and Key is removed from the Ignition.

This is a GSK policy.

23.02.2018
Stage 2 Inbound: HGV Traffic Management Improvement Plan (DC)
HGV Activity Yard Operations After

Engineered Control to prevent Vehicle Parking on incline
Stage 2 Inbound: HGV Traffic Management Improvement Plan (DC)
HGV Activity Yard Operations After

Large HGV Friendly Signage
HGV’s Salvo Unit air Break lock
Stage 2 Inbound: HGV Traffic Management Improvement Plan (DC)

HGV Activity Yard Operations After

Full Engineered controls: Salvo interlock Deployment Q2 2018
Where there were hazards we have introduced simple Engineered Controls

Segregation of pedestrian walkways and traffic routes

New dedicated HGV staging facility takes risk from IDA road

New dedicated HGV staging facility allows GSK to dictate number of vehicles operating in the yard

Elimination of risk of vans packing on incline of LGV, Packing on incline

Full Implementation of Salvo interlock roll out with eliminate WPT risk
Thank you
Questions and Answers
YOU have the power……

to change the Transport harm and cost profile

- Don't drive and drink
- PPE must be worn beyond this point
- Don't drive distracted
- Driver fatigue
- Wake up to it!
- Alcohol or drugs on these premises
- Forklift safety
- Speed limit
- 'Belt up' it's the law
- Certain medicines may affect your ability to drive
Dedicated page on the HSA website
Thank you

www.vehiclesatwork.ie
www.loadsafe.ie

Safe Journey Home