



Welcome

#TransportSafety Seminars May 2019

Deirdre Sinnott McFeat

Senior Inspector
Transport Safety Unit



Why are we here today?

- **What** the transport safety harm landscape looks like
- **Why** vehicle risks need to be addressed
- **What** vehicle related risks need to be managed in your business
- **Costs of accidents** to business
- **How to** better manage vehicle risks
- **Safety implications of BREXIT** on supply chain
- The **commercial vehicle risk operator index** and my fleet?
- **What good practice looks like** in terms of a real business case study
- **Where** to go for information?



Work Related Vehicle Deaths 2009-2015



152 Work related
vehicle deaths (43%)

Average of 22 work
related vehicle deaths
each year



July most dangerous
month

Tractors involved in 30 fatalities




The Victims



Most Dangerous Sectors



Main Causes of Death

- 
1. Hit or run over by a vehicle
 2. Crushed or trapped by vehicle
 3. Vehicle overturn
 4. Fall from a vehicle

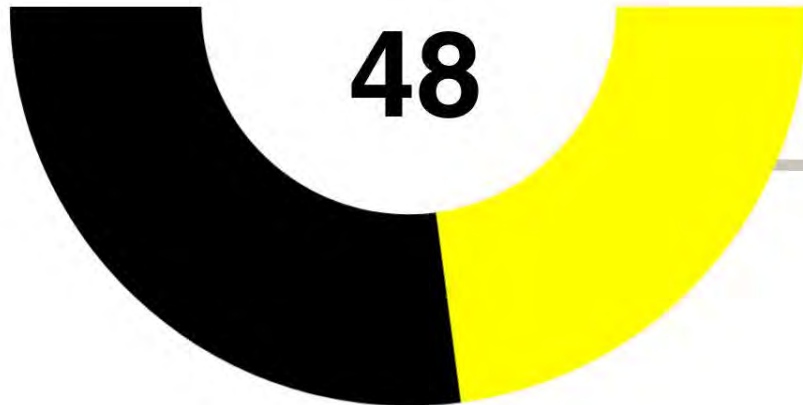


- Most fatalities happened in:
- Cork (27)
 - Tipperary (9)
 - Dublin (13)
 - Clare (8)
 - Galway (9)

Workplace Fatalities Involving Vehicles

2017






Total workplace fatalities



46%
involved a
workplace
vehicle (22)

Sectors with Vehicle Fatalities

14  Agriculture	5  Transport & Storage
1  Construction	1  Support Services
1  Wholesale & Retail Trade	

Vehicle types involved					
					Other
11	2	2	4	1	2

All  male victims	11 self-employed victims
1  child victim	

WHAT DO ACCIDENTS COST YOU?

Unseen costs
can sink the
ship!



**Direct -
Insured Costs**

“Just the tip of the iceberg”

Indirect - Uninsured, hidden Costs - Out of pocket

Examples:

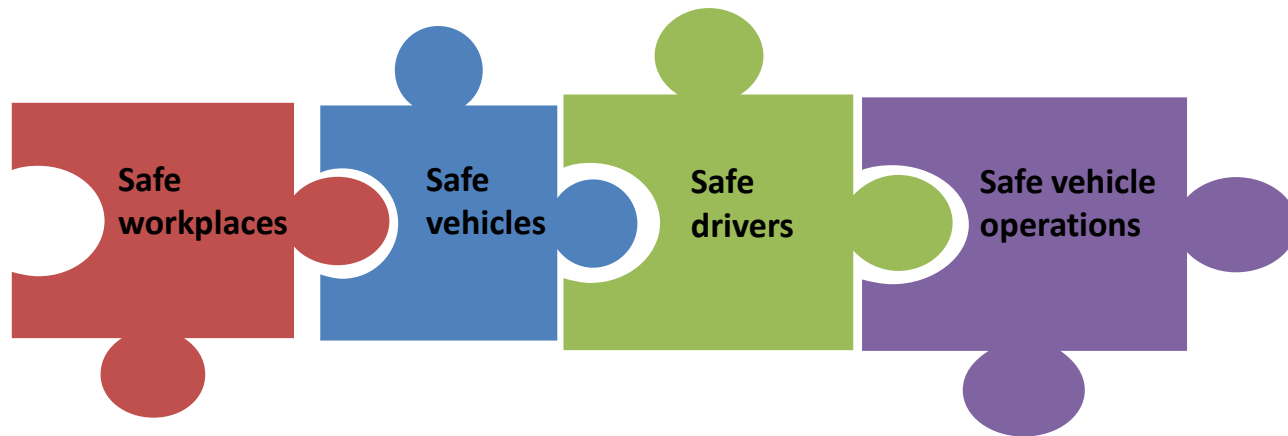
1. Time lost from work by injured employee.
2. Lost time by fellow employees.
3. Loss of efficiency due to break-up of crew.
4. Lost time by supervisor.
5. Training costs for new/replacement workers.
6. Damage to tools and equipment.
7. Time damaged equipment is out of service.
8. Loss of production for remainder of the day.
9. Damage from accident: fire, water, chemical, explosives, etc.
10. Failure to fill orders/meet deadlines.
11. Overhead costs while work was disrupted.
12. Other miscellaneous costs (*Over 100 other items of cost may appear one or more times with every accident*)
13. Others? _____

Trauma to victim
Trauma to witnesses
Trauma to managers
Psychological distress
PTSD
Mental health consequences
Inability to work

Unknown Costs -

1. Human Tragedy
2. Morale
3. Reputation

Safe systems approach required by law



Having an holistic risk management system in place to manage all work related vehicle risk exposure both in the workplace and on the road

Focus on managing vehicle risks at work

Vehicle movements	Vehicle operations	On the road
<ul style="list-style-type: none"> • Vehicle condition • Vehicle roadworthiness • Driving forward • Reversing • Slow speed manouvres • Vehicles entering workplace • Vehicles exiting workplace • Vehicle parking • Trailer parking • Forklift movements 	<ul style="list-style-type: none"> • Deliveries and collections • Working at height on vehicles • Manual handling of goods, materials and parts • Loading, unloading and securing of loads • Coupling/Uncoupling of trailers • Vehicle maintenance and repair • Tipping of loads 	<ul style="list-style-type: none"> • Driving for work • Vehicle breakdowns • Vehicles incidents • Roadside goods deliveries [day and <u>night</u>] • Working on or near the road <ul style="list-style-type: none"> • Recovery • repairs • Vehicle parking • Vulnerable Road Users (VRU) interactions

Thank you



Workplace Transport Risk Management

How are businesses doing?
Managing pedestrians and vehicle movements.

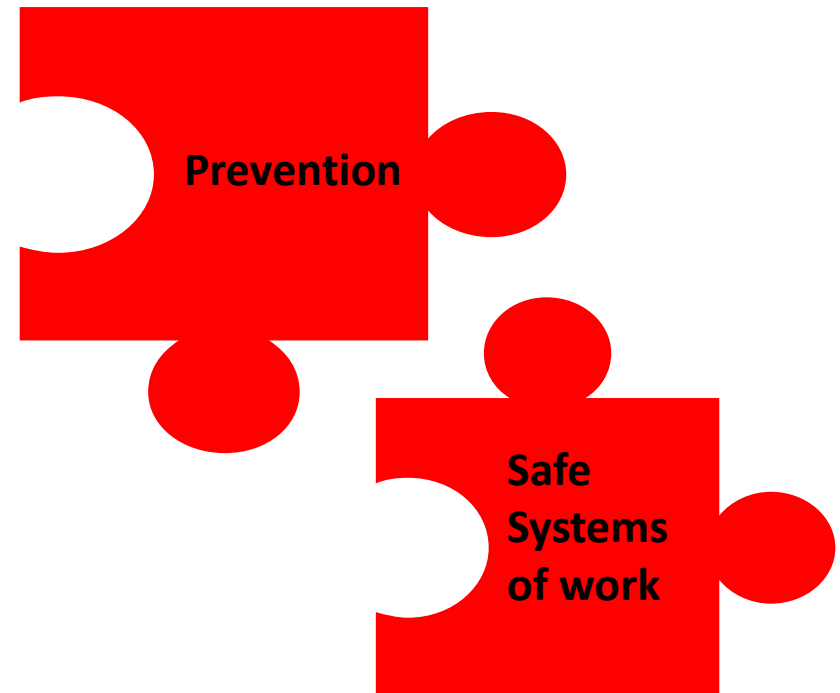
Richard D'Arcy

Inspector

Transport Safety Unit

Work Place Transport Risk Management

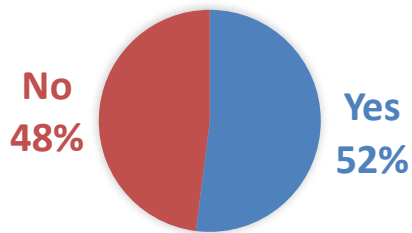
How many people really consider this scenario could occur at their workplace? “What If”



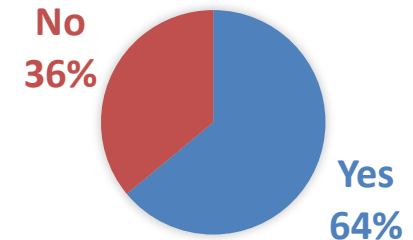
How Businesses are doing?

Transport and Vehicle Risks Inspection Results 2018

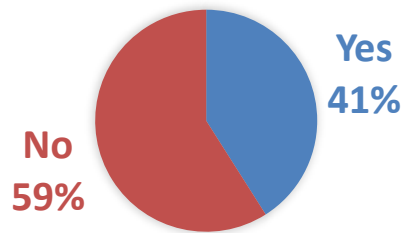
VEHICLE ACTIVITIES RISK ASSESSMENT



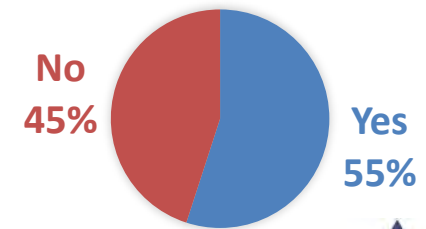
WORKPLACE SIGNS



DRIVING FOR WORK RISK ASSESSMENT



LOADING/UNLOADING/ SECURING RISK ASSESSMENT

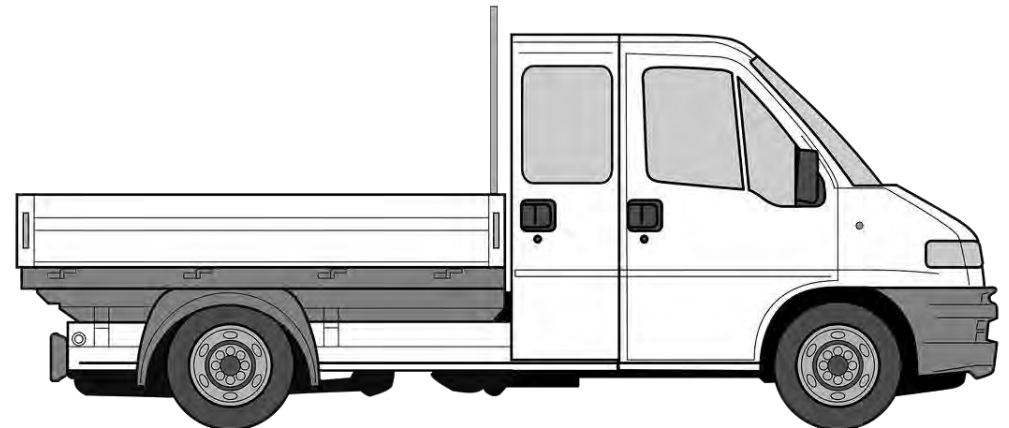


How Businesses are doing?

- **Lack of Lines and Signs and Traffic Management Plans!**
 - No Pedestrian Routes / No Vehicle Routes / No One Way system
 - Staff parking private vehicles next to large work vehicles!
- **Inadequate Risk Assessments!**
 - If you have not identified the Hazards how can you hope to manage them.
- **Failure to manage vehicle movements & transport operations.**
- **How can Companies expect drivers to behave safer on the roads when they see no visible signs of Safe Systems of Work in their work place?**

Workplace Transport Risk Management

Workplace
Transport
Safety



VEHICLE

DRIVER

WORKPLACE

Key features of a safe workplace for pedestrians

Watch Out - Traffic About!



Avoid Death & Injury, SEPARATE People & Vehicles

Provide:

- Footpaths or Walkways for pedestrians.
- Barriers or Rails, especially at pedestrian exits & entrances.
- Separate vehicle & pedestrian entrances into buildings.
- Designated pedestrian crossing points.

These simple steps save lives.

- Lines and signs and Traffic Management Plans to include pedestrians!
- Controlled access
- Keeping pedestrians and vehicles apart
- Defined pedestrian routes
- One way traffic system
- Eliminate reversing where possible

Managing Pedestrian Movements

**Watch Out -
Traffic About!**



If you work with or near moving vehicles:

- Wear **High Visibility (Hi-Viz) Clothing** to the Standard I.S. EN 471.
- If driving, keep your Hi-Viz vest/jacket in your cab or glove compartment.

These simple steps save lives.

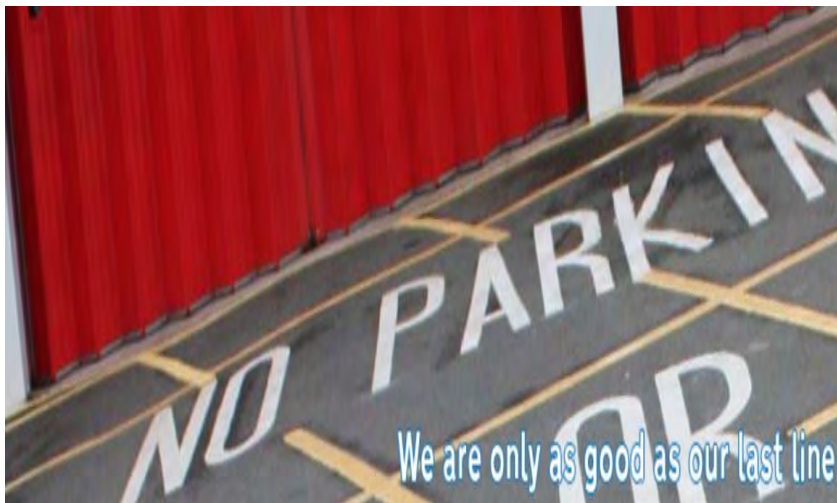
- Site rules?
- Enforcement of site rules
- No high viz = No entry
- No walking behind reversing vehicles!
- Good visibility

Key features of a safe workplace for vehicles

No Road Markings or Pedestrian Routes



- Transport workplace procedures
- Vehicle routes and pedestrian routes
- Lines and signs
- Workplace traffic rules
- Adequate lighting





YIELD



Managing Vehicle Movements



- Height clearance
- Suitable surfaces
- Vehicle signage
- Safety devices
- Management system
- Monitoring
 - Penalties and rewards
- Managing vehicle operations



Top 10 Workplace Transport Safety

Watch Out - Traffic About!



Top 10 Workplace Transport Safety Tips:

1. Control entry to your workplace.
2. Keep pedestrians & vehicles apart.
3. Eliminate vehicle reversing, where possible.
4. Provide clearly marked pedestrian walkways.
5. Mark & signpost vehicle only areas.
6. Ensure all work areas are well lit.
7. Keep traffic routes free of obstructions /mark permanent obstructions.
8. Provide impact protection for vulnerable parts of the workplace such as lamp posts & columns.
9. Provide & wear high visibility personal protective equipment.
10. Accompany visitors.

These simple steps save lives.

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3. Eliminate reversing where possible.
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These simple steps save lives.

6. Ensure all work areas are well lit
7. Keep traffic routes free of obstructions/ mark permanent obstructions.
8. Provide impact protection for vulnerable parts.
9. Provide and wear high visibility PPE.
10. Accompany visitors

Conclusion

- Managing workplace transport is required by law **AND** It also makes good business sense.
- This means managing the safe interplay between Vehicles and Pedestrians
- Owners and Managers need to take time out
 - Stop and ask questions.....
 - What **hazards** can you see in your workplace?
 - Prevention Plan?
 - **Ensure the “What If?”** scenario, never becomes your business story.

TAKE ACTION NOW!

Thank you



Managing Ergonomic Risk to improve musculoskeletal health

Frank Power

Inspector
Ergonomist

Managing Ergonomic Risk to improve musculoskeletal health

Ergonomics?

- Understanding the physical aspects in how work is carried out
- Quantifying the physical risks such as excessive force, awkward posture, repetition.
- Developing better ways of carrying out a work activity and managing the risks so that the workers can work within their capabilities and protect their musculoskeletal health.

Managing Ergonomic Risk to improve musculoskeletal health

- Musculoskeletal disorders (MSDs) are injuries or disorders that affect any part of the musculoskeletal system. MSDs are associated with ergonomic risk factors such as excessive force, awkward posture and repetition. Symptoms of MSDs can include aches and pains, swelling, numbness and weakness
- In 2016 over 40% of all injuries reported in the Transport and Storage Sector were injuries resulting from manual handling work activities



**Stone Cladding
Units weighing
70-130kg being
handled manually**

**Ergonomic Risk
Factors:
Force/Awkward
Posture**



**Better ways of
working:
Eliminate
Ergonomic risk
factors:
Force/Awkward
Posture**

Engineering system
to avoid lifting
Stone Cladding
Unit

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 and take steps to avoid or reduce the risk of injury

Managing Ergonomic Risk: What does it require?

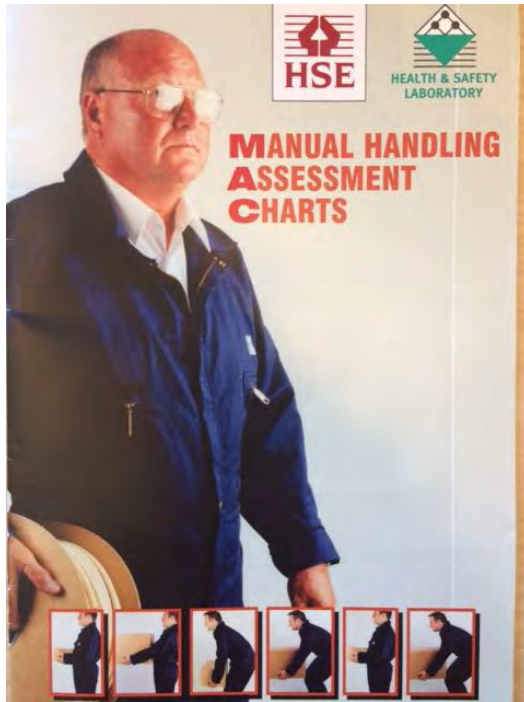


- Getting management to commit to addressing ergonomic risk and providing the required resources
- Ensuring those responsible for purchasing equipment and designing workplaces understand the importance of integrating ergonomics from the beginning of a project
- Taking steps to understand the nature of work carried out in the workplace

Managing Ergonomic Risk: What does it require?

- Developing competencies in managing ergonomics risk by using appropriate risk assessment tools such as the Health and Safety Executive (HSE) Manual Handling Assessment Charts (Mac Tool) and other tools where appropriate (e.g. RAPP Tool)
- Developing innovative engineering or organisational interventions to manage ergonomic risk
- Communicating and consulting with employees at all stages of the process
- Implementing appropriate changes in work practices
- Providing relevant training and development such as training in the use of new equipment

The Health and Safety Executive Manual Handling Assessment Charts (Mac Tool)

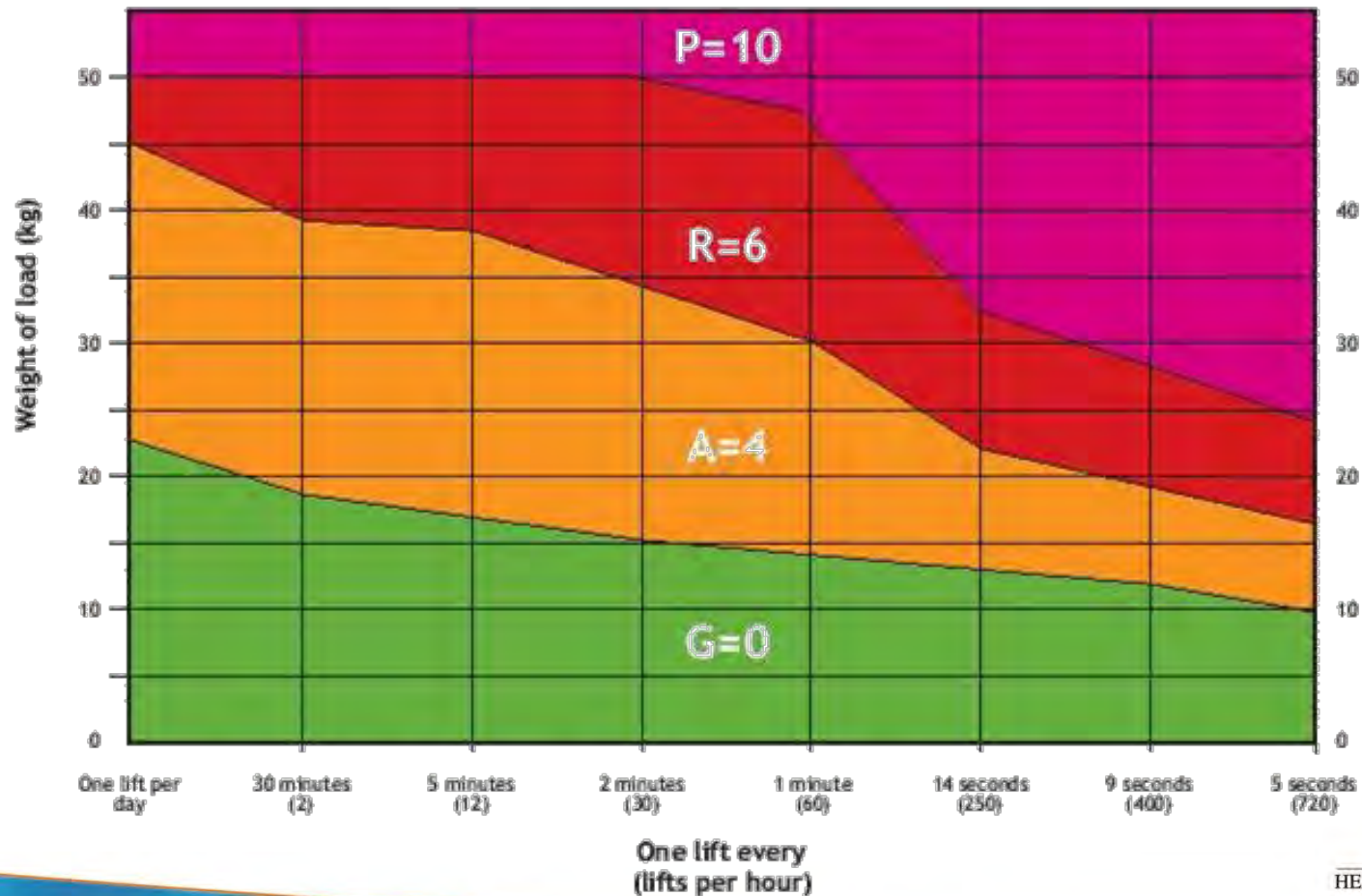


- This is a tool designed to assess and quantify the most common risk factors in lifting, carrying and team handling operations
- It is evidence based and validated
- It is used to manage ergonomic risk
- It can be used to determine whether or not there is a contravention of the Manual Handling of Loads Regulation

<http://www.hse.gov.uk/pubns/indg383.pdf>

Identifying Risk Factors: Use of the Health and Safety Executive Mac Tool: Load Weight/Frequency

Load weight/frequency graph for lifting operations



Risk Factors: Horizontal Hand Distance from Lower Back



Identifying Risk Factors: Use of the Health and Safety Executive Mac Tool: Vertical Lift Region



Problem





Risk Factors	Colour Band (G,A,R or P)			Numerical Score		
	Lift	Carry	Team	Lift	Carry	Team
Load weight and lift/carry frequency	P			10		
Hand distance from the lower back	R			6		
Vertical lift region	G			0		
Trunk twisting / sideways bending Asymmetrical trunk / load carrying	R			2		
Postural constraints	A			1		
Grip on load	R			2		
Floor surface	G			0		
Other environment factors	G			0		
Carry distance (carrying only)						
Obstacles en route (carrying on)						
Communication and co-ordination (team handling only)						
Other risk factors e.g. individual factors, psychosocial factor, etc.	TOTAL SCORE:			21		

Solution



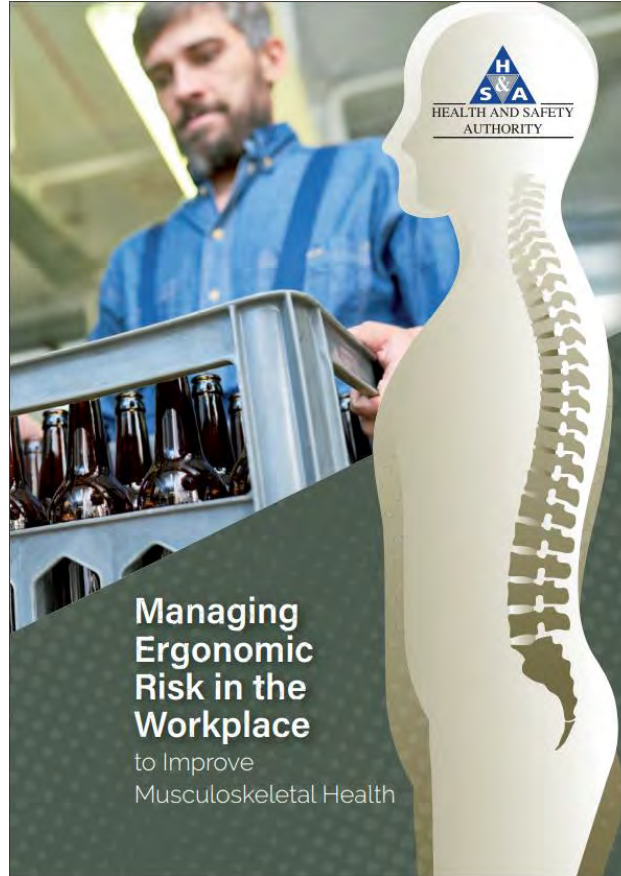
Key Questions

- What type of manual handling activities are carried out?
- Where are loads being manually handled and what are the steps involved in moving a load?
- Have you information on the load weight specifications of loads?
- Can you provide documented evidence that ergonomic risk factors (e.g. load too heavy, load lifted away from the body, lifting loads above head height) have been identified and managed for manual handling tasks?
- Can you provide evidence that ergonomic risks are managed by using appropriate mechanical handling equipment or changing the way work is done?

Useful Guidance Documents



Guide on Manual Handling
Risk Management in
Transport and Storage



**Managing
Ergonomic
Risk in the
Workplace**
to Improve
Musculoskeletal Health



Ergonomics
Good Practice in the Irish Workplace

https://www.hsa.ie/eng/Topics/Manual_Handling/



Ergonomic Risk Assessment Workshops for Industry: October 2019

- Raise awareness amongst stakeholders on the need to manage ergonomic risks at workplace level: Practical Ergonomic Risk Assessment Workshops



Ergonomic Risk Assessment Workshops Dates

01 Oct	Dundalk	Crowne Plaza Hotel
03 Oct	Dublin	Spencer Hotel
15 Oct	Athlone	Sheraton Hotel
17 Oct	Limerick	Strand Hotel



Thank you





Preventing Vehicle Slips, Trips & Falls

Eamonn O'Sullivan

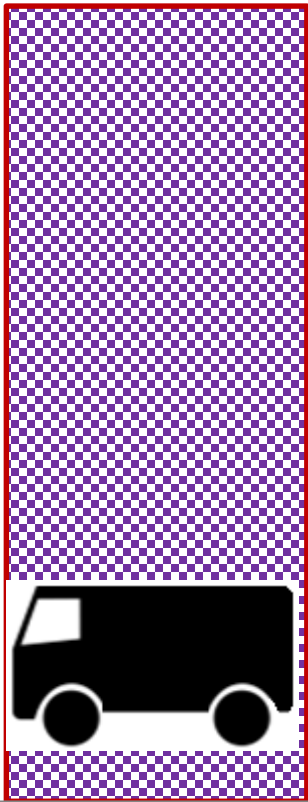
Inspector

Technology, Trade and Marketing Unit



hsa.ie/slips

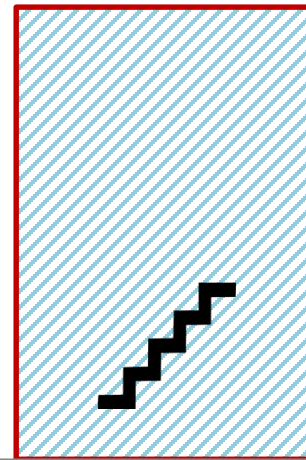
Transport Sector Slips, Trips and Falls Factors



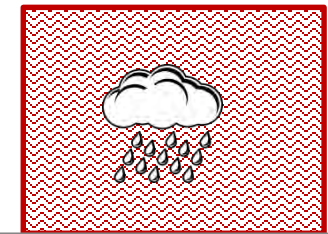
Vehicles



Ice (snow)



Stairs, Step




Wet surface

Every working day seven people are hurt in work slips, trips and falls. See our Information Sheets on

- > [Choosing Slip-resistant Footwear](#)
- > [Preventing Slips, Trips and Falls at Work](#)
- > [Preventing Vehicles Slips, Trips and Falls](#)
- > [Safer Work Stairs and Steps](#)

Slips Trips Falls Info



- > Importance
- > Causes
- > The Law
- > Sector Specific Advice
- > STF Online Course
- > Videos
- > Further Information

High-risk Areas



- > Mapping Hazards
- > Stairs and Steps
- > Slippery Surfaces
- > Vehicles
- > Damaged Surfaces
- > Mats and Rugs

Spills



- > Identify Risks
- > Prevent
- > Contain
- > Detect
- > Cordon
- > Remove

Pedestrian Surfaces



- > Measuring Slip Resistance
- > Selecting Surfaces
- > Information with Flooring
- > Metal and Profiled Surfaces

Environmental Cleanliness



- > Floor Wet Cleaning
- > Housekeeping

Shoes, Footwear



Snow and Ice



- > Weather
- > Activities
- > Locations
- > Communication
- > Sample Risk Assessment

Over-used Signs



"Watch Your Step"

Preventing Vehicle Related Slips, Trips and Falls

MAY 2015

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

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

According to injury reports to the HSA, trucks, vans and trailers are most commonly associated with vehicle related STFs. 40% happen between the hours of 9am and 1pm. Victims are predominantly male and aged between 25 and 54. Exiting vehicles was a factor in 45% of vehicle STF injuries.

24% of vehicle related slips, trips and falls lead to an absence from work of over one month. This can have a profound impact on the individual concerned and also a negative impact on business operating costs. The average employer liability claim cost for a vehicle related STF is €25,000.

Where do vehicle STFs happen?

HSA analysis shows that the areas most associated with vehicle STFs are:

- entering and exiting vehicles, particularly HGVs and vans,
- load platforms and load area of trucks and vans,
- trailer platforms,
- 5th wheel area of HGVs,
- vehicle steps and ladders,
- vehicle tail lifts,
- road tanker platforms, and
- uneven ground and damaged surfaces where vehicles are parked.

"54 year old driver used either of two jumped from the lowest step of his HGV cab, landed on a small rock and completely blew out his knee. He wore a coat from High to enable for six months, and had a chronic limp after that – all from a 3 foot jump from his cab that landed wrong."

¹ EU OSHA

¹ European Agency for Safety and Health at Work. Extract from *Journal of Occupational Health and Safety* (2004) 29(1): 20-21



What causes vehicle STFs?

Most vehicle STFs are caused by:

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



Other precautions may include:

- checking the ground conditions on approach and again before stepping out of the vehicle;
- reminding passengers to take care on entry and exit;
- changing footwear if necessary, for example slip-resistant footwear or ice grips;
- finding a space with adequate lighting, or using a torch where necessary;
- taking care to make sure you are not snagged on controls or seat belt;
- avoiding distractions from handheld devices such as phones, data loggers and scanners;
- if cab steps are not accessible, for example where vehicles have to park in tight spaces, take great care and follow a safe system to safely enter and exit the cab.

What does the law say?

Workplace health and safety law² says that:

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

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

Entering and exiting vehicles

"Never Jump from a Vehicle"

Entering and exiting vehicles and equipment safely is important but often overlooked. When parking you should try to avoid uneven ground, potholes, kerbs, drains, puddles and ice.

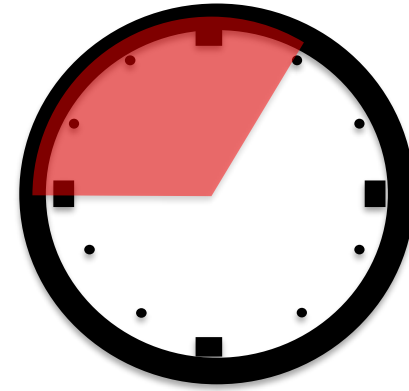


² Safety (Health and Welfare) Act, 1989 and associated legislation.

Vehicle STF



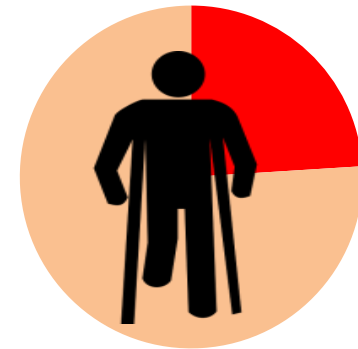
Trucks, Vans, Trailers



9am to 1pm (40%)



Exiting vehicles (45%)



Over one month off (24%)

Exiting & entering



45% Vehicle STF - **exiting**

- Never jump from a vehicle
- Find lighting or use torch
- Check not snagged
- Avoid distractions
- If cab steps not accessible, safe system
- Avoid uneven ground
- Check before stepping out

Open the Door, Check the Floor

hsa.ie/stairs

“Watch Your Step” Safer Work Stairs and Steps Information Sheet

May 2017

Every working day in Ireland some person is hurt in a slip, trip and fall (STF) on stairs and steps at work. Slips are more common than any other workplace injury. This information sheet will help employers, the self-employed, employees, suppliers, designers, installers and facility managers understand how to control slips, trips and falls on stairs and steps at work.

WHAT THE LAW REQUIRES

The Building Regulations specify structural requirements for stairs and steps and are underpinned by more detailed safety legislation. Specific safety requirements for stairs and steps at the workplace. The Safety, Health and Welfare at Work Act 2005 requires safe access and also requires safe systems of work and training. Work stairs and steps should comply with the relevant Building Regulations and occupational safety legislation. Any structural changes to stairs and steps must require design consultation and must comply with the relevant laws.

There are four interdependent elements of work stairs and step safety. For a complete list see consultation in Ireland. See hsa.ie/stairs

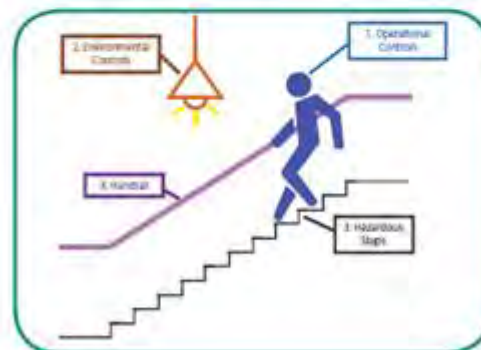


Figure 1: Key elements of work stairs and step safety





Power Grip

Vehicle steps

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

"Watch Your Step" Choosing Slip-resistant Footwear Information Sheet

December 2017



Every working day in Ireland six people are hurt in work-related [Slips, Trips and Falls \(STF\)](#). STF are the second greatest single cause of workplace injuries. Slips account for almost half of all STF.

"Watch Your Step" - Choosing Slip-resistant Footwear Information Sheet

4. Check slip-resistance information

Check any information on slip-resistance for the footwear. Check if footwear indicates that it has been tested to a standard for slip-resistance.

On fluid contamination, for example:

- footwear tested to EN ISO 20344:2004 (A1: 2007) may be marked:



Liquid



Typically

- Close-packed tread pattern
- Flexible sole, softer material

Loose Solids



Typically

- More open tread pattern
- Wider channels

Ice



Typically

- Spikes or studs that "bite" into ice

more open well-defined tread pattern with wider channels, deep cleats and a flexible sole
 • Ice-footwear typically should have spikes or studs that will "bite" into the ice (but may be slippery on other hard surfaces)

Figure 3. Typical sole properties of slip-resistant footwear by contaminant

Ensure overshoes, if used, provide the required slip-resistance.

3. Preventing Slips, Trips and Falls at Work Information Sheet

Use www.bestmat.ie – the HSA's free online risk assessment tool

Visit our online portal for health and safety courses at <https://hsalearning.ie>

Contact the Health and Safety Authority at wcu@hsa.ie or LoCall 1890 289 389



Safety footwear

- $\frac{3}{4}$ transport workplaces need slip-resistance
- Oil resistant soles may not be slip-resistant
- Trial before selection
- Check markings for SRA, SRB, SRC or UK Grip
- Check the sole
- Inspect soles regularly
- Replace as needed

Vehicle walk-on surfaces

- Keep clean & dry
- Provide cleaning equipment
- Use contrasting colours at edges
- Provide proper lighting
- Check if slippery underfoot when wet
- Slip resistance can be measured
- Aluminium chequerplate “offers poor slip resistance if wet or contaminated”

Watch Your Step

Open the Door, Check the Floor

Check footwear is slip-resistant

Check if surfaces slippery
underfoot when wet

Thank you



Managing high-risk vehicle operations in deliveries and collections, tail lifts, lorry loaders and load securing

Michael Walsh

Inspector

Transport Safety Unit



Deliveries and Collections



- Essential to business, but can be some of the most dangerous activities you and your staff have to deal with.
- Many delivery and collection incidents could be prevented if there was better cooperation between the parties involved.

Joint Responsibility

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



The **three key duty holders** are:

- the **supplier** sending the goods
- the **carrier** - the haulier or other company carrying the goods
- the **recipient** - the person receiving the goods

Loading/delivery areas

- Designated areas
- Instructions for visiting drivers
- Clear ground markings
- Clear Signs
- Authorised personnel only
- Well lit
- Safe refuges to prevent crushing
- Protection against adverse weather conditions



Vehicle tail lifts



What causes tail lifts' accidents

- **people falling off** the vehicle body or the lifting platform,
- **loads falling off** the vehicle body or the platform,
- loss of control of the load,
- **crushing or cutting of body parts** between the moving platform and the vehicle or ground,
- **platform mechanism failure**, and
- platform or vehicle structure failure.

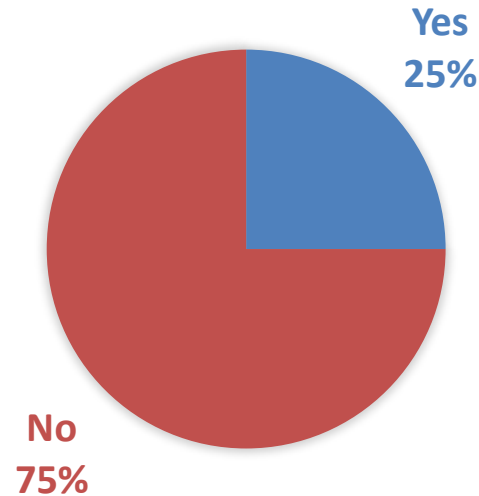
Tail lift legal requirements

- **all risks** associated with the use of the tail lift safely **must be identified and assessed** and written down in a safety statement
- **examined and certified by a competent person**
 - at least once in every 12 months
 - and after any alteration or repair, where the alterations or repairs are relevant to the safe operation of the equipment
 - a report of thorough examination is completed
 - marked to indicate safe working loads
- the tail lift must be **regularly inspected and maintained**

Tail lift legal requirements

- **Train people** who are to operate the tail lift in its safe use, covering:
 - the controls,
 - working load limits,
 - load charts,
 - any operating limitations of the type of tail lift they operate, and
 - safe working procedures.

TAIL LIFTS RISK ASSESSMENT



**In the 2018 transport inspection campaign
inspectors found that
only 25% of employers
operating tail lifts
had a risk assessment
in respect of that activity**

Preventing falls on or from the platform or vehicle

- consider the slip-resistance of the vehicle body and the lifting platform surfaces
 - slip resistant footwear
- Consider the use of:
 - safety gates (fixed, folding or detachable),
 - roll stops (integrated into the platform, or an addition to the platform edges),
 - additional equipment such as flaps, bridge plates, run up ramps that are able to be deployed as load restraint,
 - safety chains/straps,

These should form a fixed part of the tail lift wherever possible, but can be detachable where its operation makes fixed equipment impractical.



Safe use of tail lifts

Working procedures

- Positioning, space, obstructions?
- load presentation, weight of pallets.
- ground surface suitable and are there any slopes or inclines?
- pedestrian activity and is it appropriate and possible to restrict pedestrian access to the area?
- Are there other vehicles and vehicle movements in the work area?
- Can a suitable route to the point of delivery be planned and agreed?



Lorry loader cranes



What causes lorry loader crane accidents



- **Vehicle instability** caused by overloading
- Partial or complete **loss of load** through:
 - incorrect handling methods, and
 - lifting of loads in excess of capacity.
- **Failure** of the crane, attachment or lifting accessories
- **Overturning** of vehicle through:
 - inability of the ground to take load, and
 - failure to use or the incorrect use of vehicle stabilizers or spreader plates.
- Loader crane **striking**:
 - pedestrians,
 - other vehicles, and
 - overhead power lines.

Lorry loader crane legal requirements

- **Risk assessment**
 - identify the relevant hazards and associated controls to achieve safe ways of operating the crane.
- **thoroughly examined** by a competent person
 - at least once in every 12 months and after alteration or repair
 - a **report of thorough examination** is completed
 - any **lifting equipment** or **lifting accessory** (e.g. grapple, grab, slings, chains) is **thoroughly examined** by a competent person **every 6 months**
 - marked with a safe working load (except for ropes and rope slings)

Lorry loader crane operator training

- operated by **trained** competent persons, such training to cover
 - the controls,
 - instruments,
 - working load limits,
 - load assessments and load charts,
 - safe working procedures for slinging and lifting, including hand-signals,
 - operating limitations of each type of crane and accessory they operate,
 - in-service checks.
- **People Involved in Lifting Operations**
 - Include banksmen, slingers, signallers, but only one person is in charge
 - Suitable instruction and training
 - hard hat, hi-vis clothing and safety footwear when operating the crane

Load securing



Load containment and restraint



Why should loads be secured?

Movement of the load endangers:

- the driver - if the load slides forward during the journey or shifts sideways and causes the driver to lose control of his vehicle
- other road users and pedestrians - if the load shifts sideways or slides backwards and falls off the vehicle
- unloading personnel - if the load has become unstable during the journey and collapses during unloading



Pulling back the curtain on load securing?



What are the consequences?



What are the consequences?



Forestry Timber: Serious Injury (IRL)



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



Why is poor practice happening?

- Risk is not considered or managed properly
- Misinformation and misconceptions
- Insufficient training and information
- Time and/or cost pressures
- Customer demands
- Historically inconsistent enforcement





Always ensure that your load is secure, it's the law.

Load Securing

Who is responsible?

Load securing is not the sole responsibility of the vehicle driver

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

Duty Holders in Transport Chain

Employers

Vehicle Owners

Vehicle Operators

Transport Manager/Supervisor

Driver

Loading & Unloading Staff

It can be done correctly



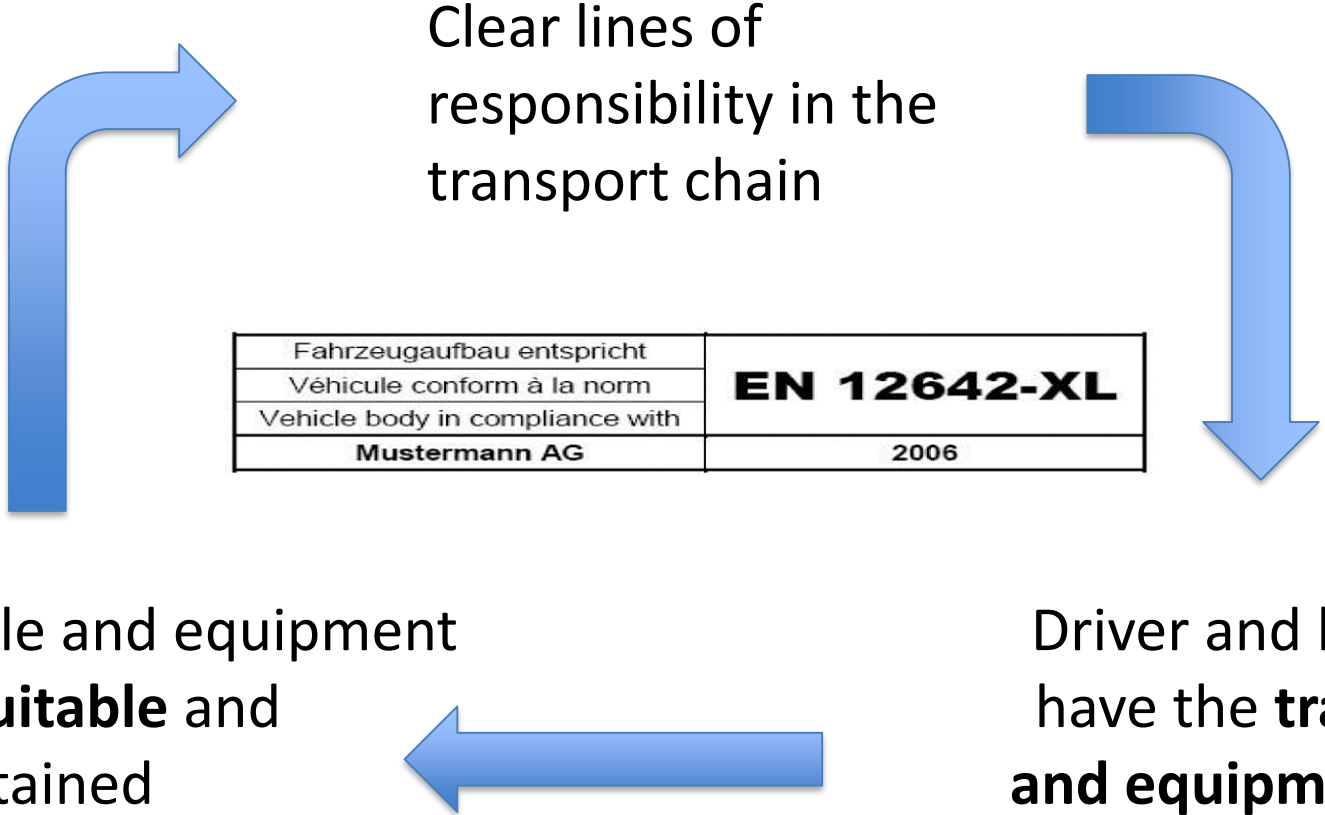
Getting it right benefits everyone

**IS YOUR LOAD
SECURE?
Double check
before you leave!**

- Fewer delays and disruption on the roads
- Reduced product damage and lost time for hauliers and customers
- Reduced costs – not just economic – to society as a whole
- **Reduced risk of injury or death for**
 - **drivers,**
 - **other road users, and**
 - **unloading staff**

Safe, efficient transport is achievable

Clear lines of responsibility in the transport chain



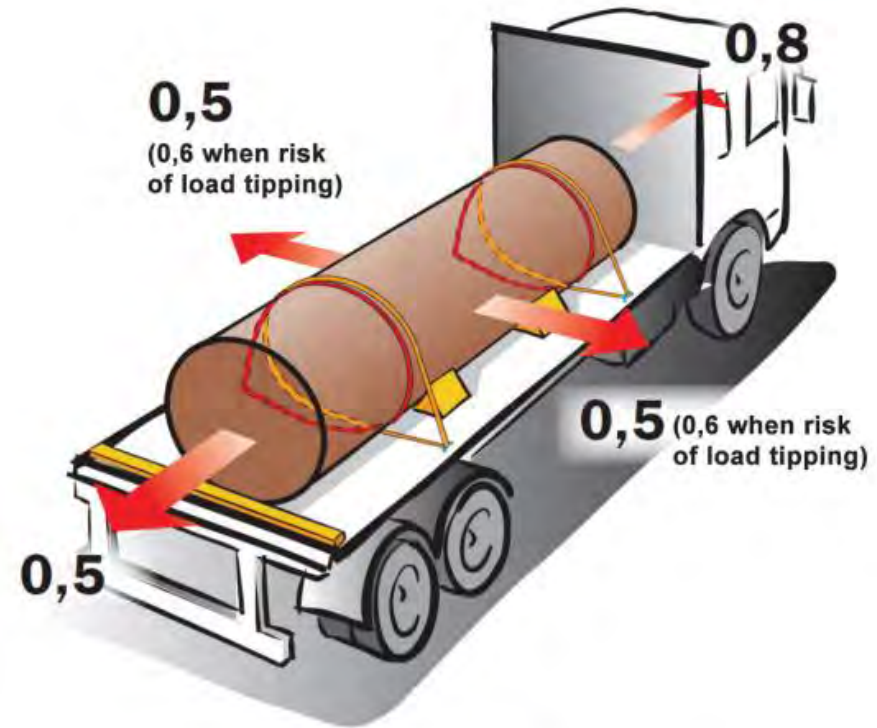
Fahrzeugaufbau entspricht	EN 12642-XL
Véhicule conforme à la norm	
Vehicle body in compliance with	
Mustermann AG	2006

Vehicle and equipment are **suitable** and maintained

Driver and loader have the **training and equipment** for the job

Safe load securing

- Safe Loading Plans
- Loading, Securing and Unloading Procedures
- Trained Authorised People



Mass forces during road transport

Directive 2014/47/EU

The technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union

- **Securing of cargo is crucial for road safety.** Annex III
- **Personnel** involved in checking whether cargo is adequately secured should be **appropriately trained**
- Applies to **all parties involved in the logistics process**
- **Enforcement:** During a roadside inspection a vehicle may be subject to an inspection of its cargo securing arrangements.
- measures apply from **20 May 2018**.

Load Securing Standards

(referred to in ANNEX III of Directive)

- EN 12195-1 Calculation of lashing forces
- EN 12195-2 Web lashings made from man-made fibres
- EN 12195-3 Lashing chains
- EN 12195-4 Lashing steel wire rope
- EN 12640 Lashing points
- EN 12642 Strength of vehicle body structure
- ISO 1161, ISO 1496 ISO container
- EN 283 Swap bodies
- EN 12641 Tarpaulins
- EUMOS 40511 Poles — Stanchions
- EUMOS 40509 Transport Packaging

Fahrzeugaufbau entspricht	EN 12642-XL
Véhicule conforme à la norm	
Vehicle body in compliance with	
Mustermann AG	2006



PLANNED LOADING PROCEDURES



PROPERLY SECURED

ENSURES

SAFE DELIVERIES

Thank you

vehiclesatwork.ie
loadsafe.ie



Carriage of Dangerous Goods by Road - ADR

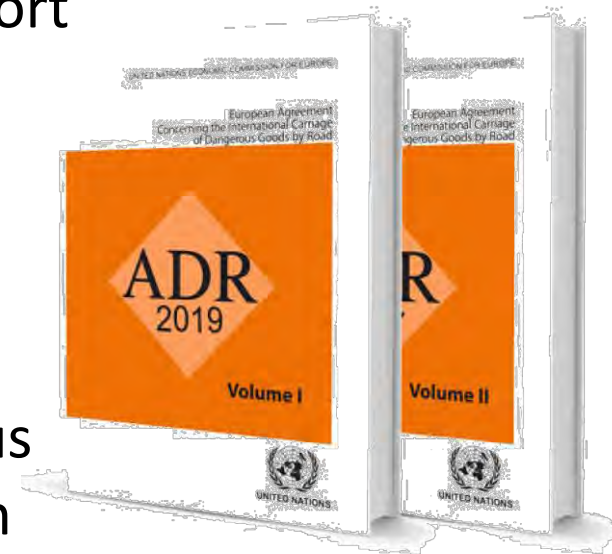
Stephen McGarry

Inspector
ADR Unit



Carriage of Dangerous Goods by Road - ADR (S.I. 349 of 2011 to 2018)

- International agreement 1957.... 51 countries
- Purpose: Safe national and international transport of dangerous goods by road
 - **prevent harm to persons, property and the environment**
- Requirements for the classification of dangerous goods, packing, marking, labelling, construction and testing of packaging, tanks and vehicles
- Safety obligations for those involved





ADR

Carriage of
Dangerous
Goods by Road
A Guide For
Business



“How do I know if I am affected by these regulations?”

- ADR Guide For Business
- Large quantities in tankers/ portable tanks/bulk/IBCs...
 - fully regulated
- Small quantities of packaged goods
 - various exemptions may apply
- “Limited Quantities”
 - minimal requirements



Competent Authorities – S.I. 349 of 2011 to 2018 (ADR)

Irish National
Accreditation Board
Accreditation of
inspection bodies



Road Safety Authority
Vehicle Technical
Inspections



Minister for Justice
and Equality
ADR Class 1 Explosive
substances



Transport Infrastructure
Ireland
Tunnel Provisions



EPA
ADR Class 7
Radioactive materials



National Standards
Authority of Ireland
Standards, Packaging
Type Approvals



CILT
Examination body for
Drivers and DGSA's

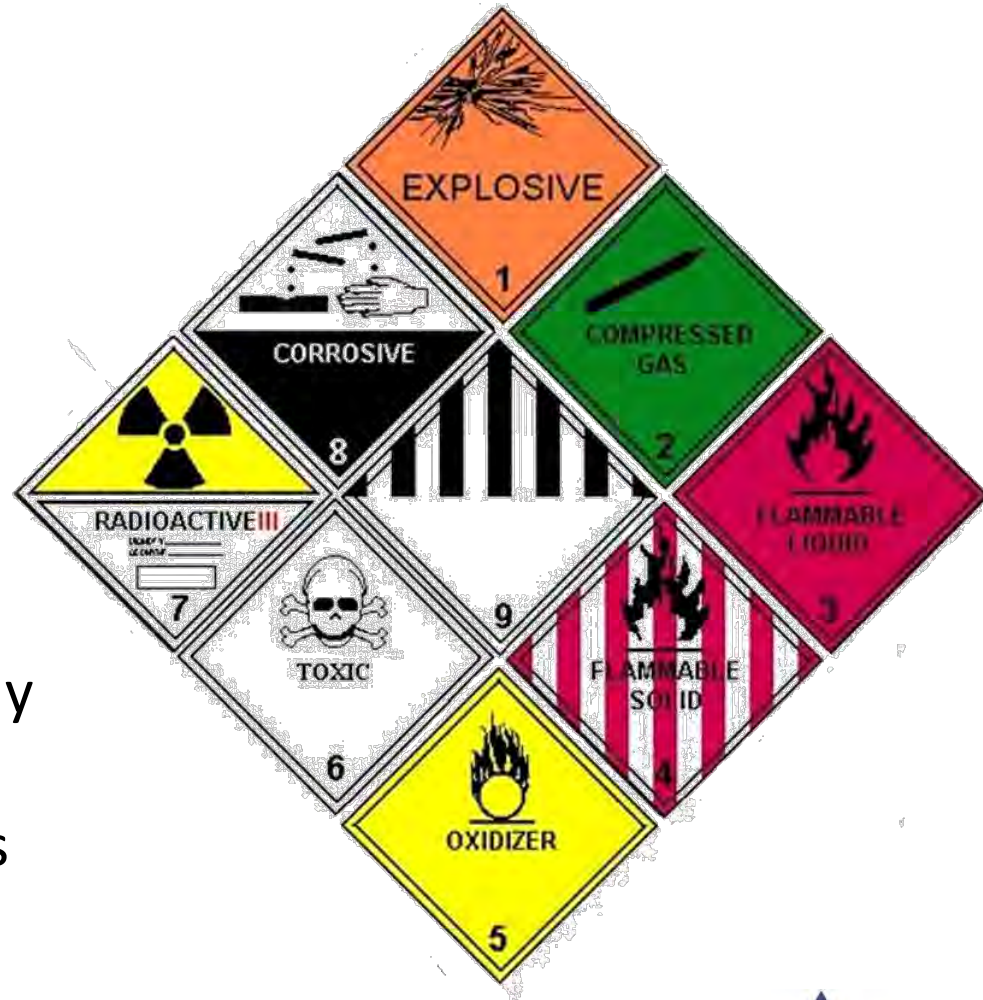


Health and Safety Authority
Hazard classes 2,3,4,5,6,8,9
Enforcement – road side vehicle
Inspections/ premises inspections



Dangerous Goods

- Substances and articles, **including wastes** that present a hazard
- 9 main hazard classes
- Identifying the hazard(s) is a crucial initial step
- Most dangerous goods already identified – except for
 - New products/ mixtures
 - Wastes



Main Duty Holders - Consignors

Consignors - those handing over dangerous goods for carriage

(+ packer/filler/loader):

- Classify dangerous goods (producers)
- Use suitable packaging, IBCs, check suitability of tanks (in-test date)
- Apply marks and hazard labels/placards
- Secure load
- Provide information to the carrier e.g. ADR Transport Document and relevant authorisations



Main Duty Holders - Carrier

Carrier (vehicle owner /operator)

- Confirm the dangerous goods are authorised for carriage
- Confirm the vehicle and load is in good order
- Tanks are in test date
- Carry vehicle approval certificate
- Make sure the vehicle is not over loaded and load is secured in transit
- Make sure the vehicle is appropriately marked
- Provide safety equipment and instructions in writing to driver/crew



Training requirements

Identify all persons involved and provide training appropriate to their responsibilities and duties.

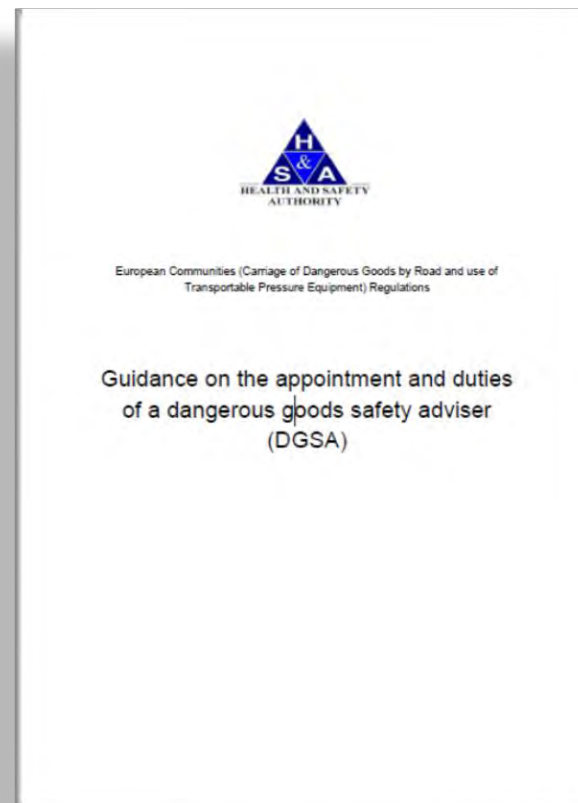
- **General awareness** – overview of relevant provisions
- **Function specific** – as necessary for the role
- **Safety training** – safe handling and emergency procedures
- **Drivers** - mandatory training and examination



Appointment of a Dangerous Goods Safety Adviser

- Qualified
- Provides advice on regulatory requirements
- Monitors compliance
- Prepares an annual report
- Mandatory appointment for **Consignors** and **Carriers** of dangerous goods (exemptions apply)

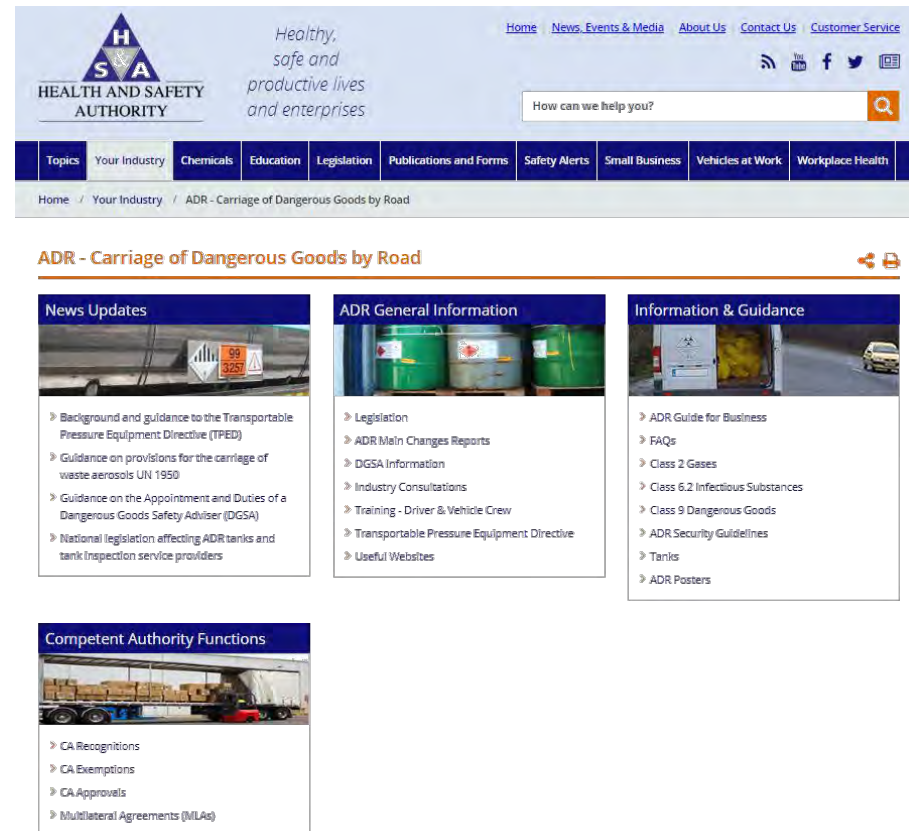
[See HSA guide](#) – appointment and duties of a DGSA



Further information and guidance

available from [ADR web pages](#)

- Consolidated legislation, S.I. 349, 2011 to 2017 (additional amendments)
- ADR Guide for Business
- Guidance on the appointment/duties of a DGSA
- Exemptions/Approvals
- TPED guidance
- ...various related guidance documents



HEALTH AND SAFETY AUTHORITY

Healthy, safe and productive lives and enterprises

Home News, Events & Media About Us Contact Us Customer Service

How can we help you?

Topics Your Industry Chemicals Education Legislation Publications and Forms Safety Alerts Small Business Vehicles at Work Workplace Health

Home / Your Industry / ADR - Carriage of Dangerous Goods by Road

ADR - Carriage of Dangerous Goods by Road

News Updates

- › Background and guidance to the Transportable Pressure Equipment Directive (TPED)
- › Guidance on provisions for the carriage of waste aerosols UN 1950
- › Guidance on the Appointment and Duties of a Dangerous Goods Safety Adviser (DGSA)
- › National legislation affecting ADR tanks and tank inspection service providers

ADR General Information

- › Legislation
- › ADR Main Changes Reports
- › DGSA Information
- › Industry Consultations
- › Training - Driver & Vehicle Crew
- › Transportable Pressure Equipment Directive
- › Useful Websites

Information & Guidance

- › ADR Guide for Business
- › FAQs
- › Class 2 Gases
- › Class 6.2 Infectious Substances
- › Class 9 Dangerous Goods
- › ADR Security Guidelines
- › Tanks
- › ADR Posters

Competent Authority Functions

- › CA Recognitions
- › CA Exemptions
- › CA Approvals
- › Multilateral Agreements (MLAs)

Thank you



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exists to save lives

CVORI Update

Kathleen Callanan
Road Safety Authority
May 2019

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The Road Safety Authority Commercial Vehicle Operator Risk Indicator (CVORI)

- CVORI is the RSA risk rating system for HCV operators.
- The system applies to all operators of Heavy Commercial Vehicles, Goods Trailers, Buses and Ambulances.
- The CVORI is one of the tools used by the RSA Enforcement Team to help decide the frequency of which operators should be inspected.



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Driver Hours

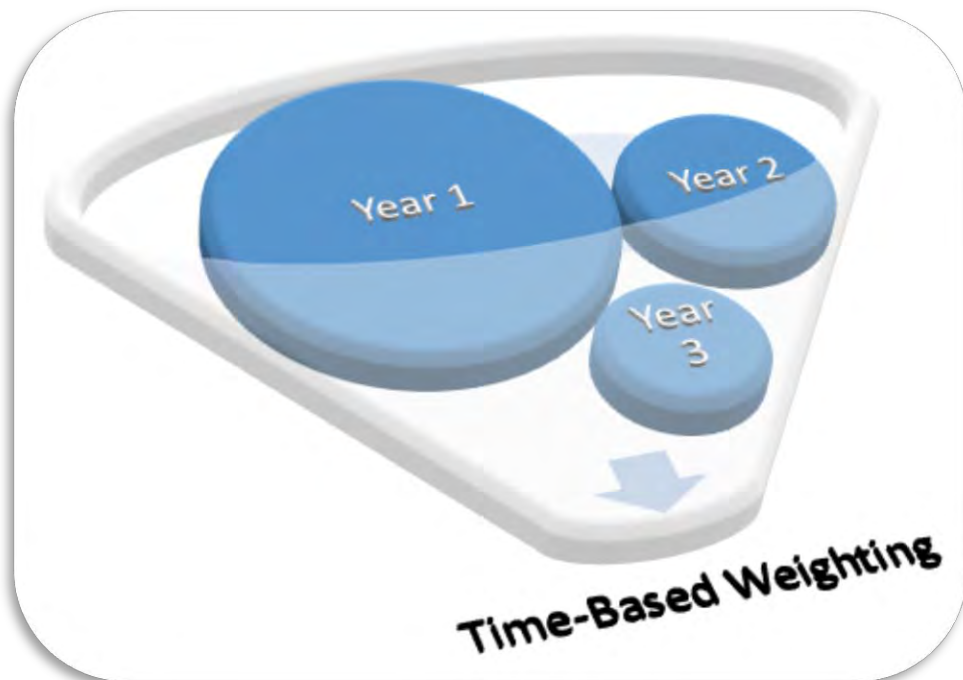
Based on items that relate to your compliance in relation to drivers hours and tachograph rules, the working time directive and applicable requirements to hold a Road Transport Operator Licence and Drivers CPC.

Roadworthiness

Based on items that relate to the safety condition of your vehicle(s) and your compliance with legal obligations regarding vehicle roadworthiness

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3 year rolling period



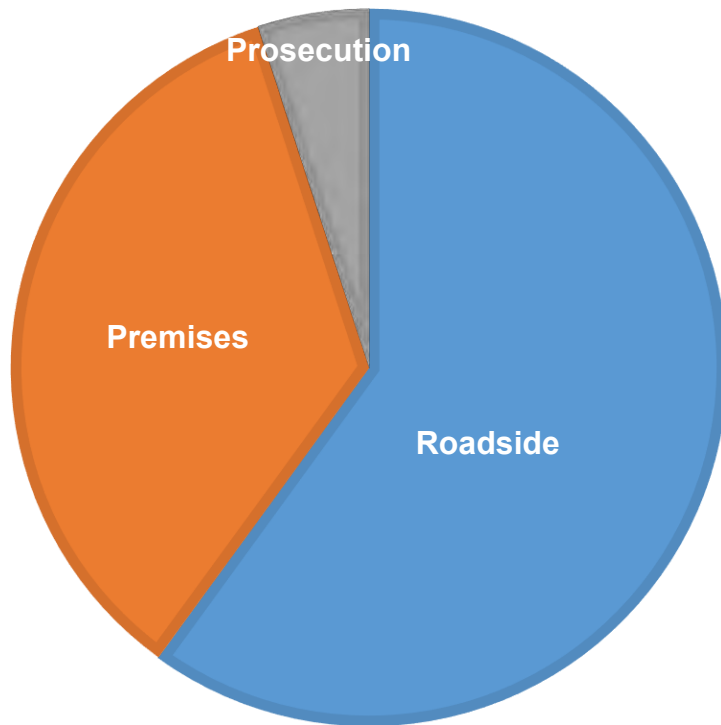
- Year 1 (most recent 12 months) has the biggest bearing on calculation.

Why?

- Most recent information more indicative of an operators current behaviour
- What happened yesterday or the day before more likely to indicate what an operator could do tomorrow.

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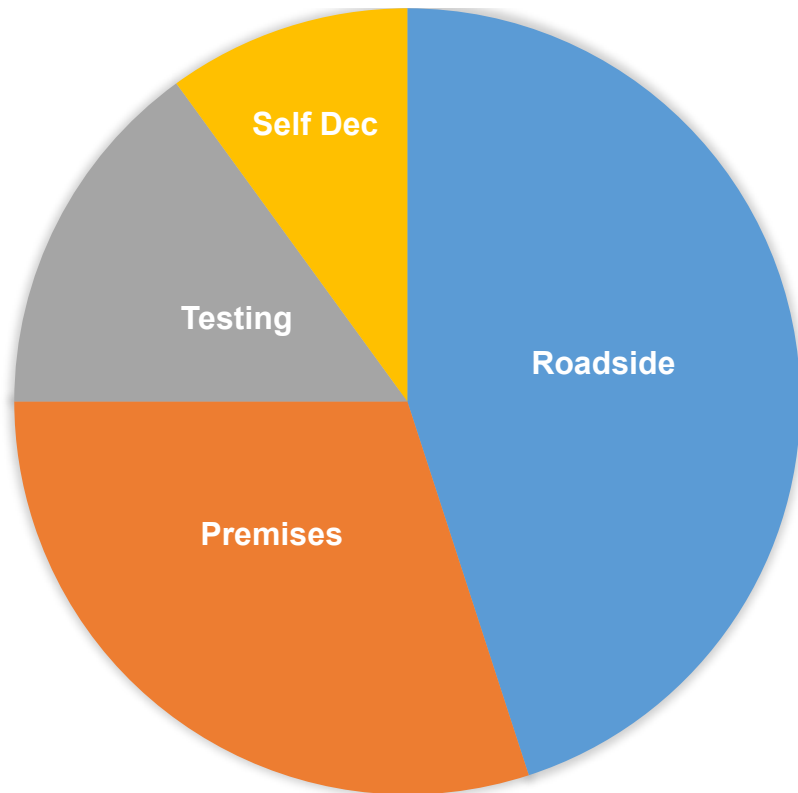
Drivers Hours Elements



- Roadside Inspections
 - Drivers hours
 - Tachograph
 - Operator licensing
 - Driver CPC
- Premises Inspections
 - Drivers hours
 - Tachograph
 - Operator licensing
 - Driver CPC
- Prosecutions

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Roadworthiness Elements

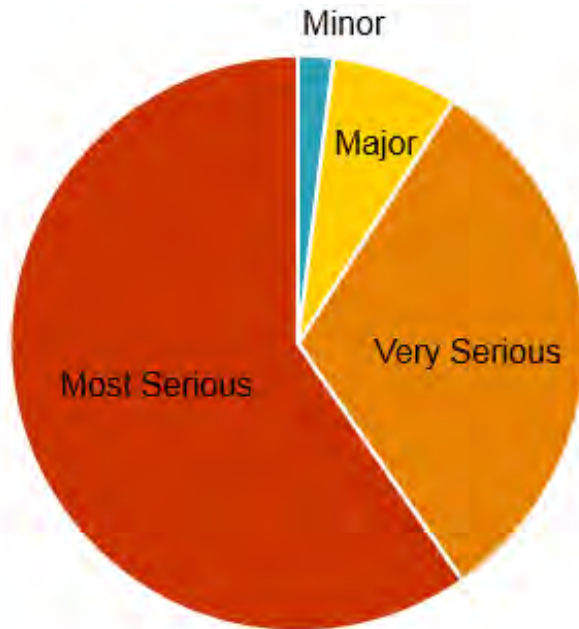


- Roadside Inspections
 - Vehicle Roadworthiness
- Premises Inspections
 - Maintenance Regimes
- Commercial Vehicle Tests
 - Result of test
 - Severity of fail item
 - Timeliness of test
 - Voluntary Test
- Annual Self Declaration

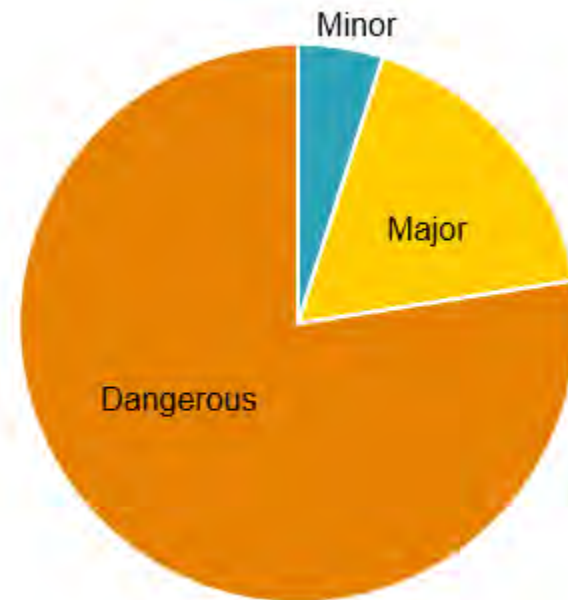
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Severity Weightings

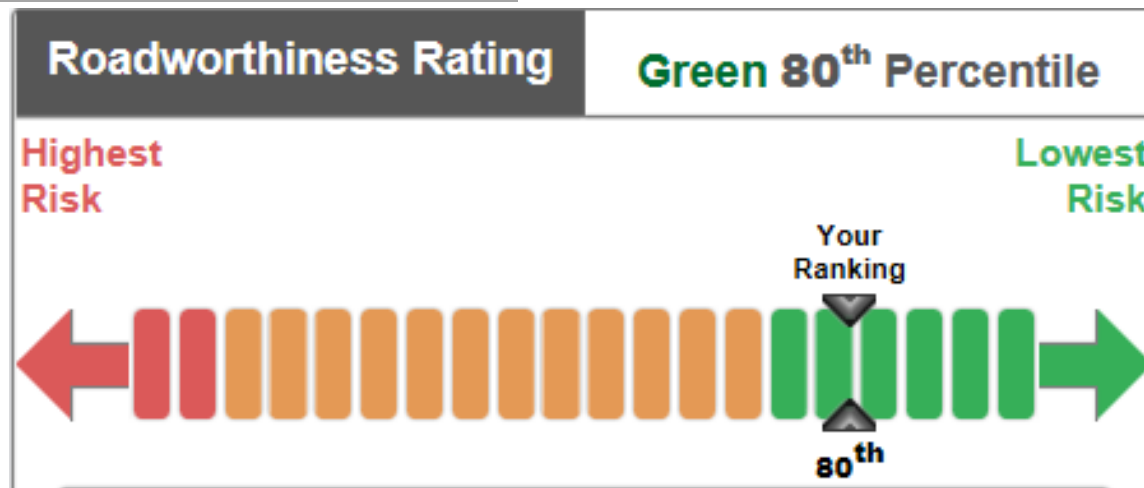
Drivers Hours Infringements



Roadworthiness Defects



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- All operators are assessed for CVORI
- Where you sit on the scale from Red to Green depends on a number of factors:
 - Calculations based on various elements as described earlier
 - Volume of 'compliant' encounters
 - Volume of 'non-compliant' encounters
 - Timing of encounters
 - The calculation for **all** other Heavy Commercial Vehicle Operators

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Accessing your CVORI

- Once you have completed your annual self-declaration you may view your CVORI via your CVRT online account @ www.cvrt.ie

Find a Test Centre

Log In / Register Search

Test Bookings About CVRT Your CRW Operator & Driver Obligations

Register now to make your Self-declaration & your online test bookings

Log in or Register

Book a Commercial Vehicle Test online for a time that suits

Book your Test now

Commercial Vehicle Operator Risk Indicator (CVORI)

Operator Risk Ratings

Learn more about CVORI

Fast Tractor testing requirements from May 2018

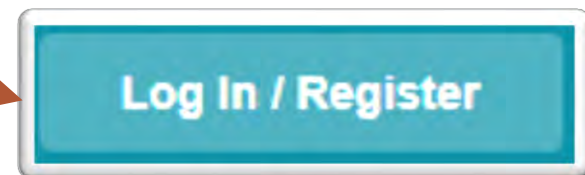
Does your tractor need a test?

Need to know when your vehicle is due for CVR test?

Check my CRW Expiry date

Apply online for your replacement CRW if yours has been lost, stolen or destroyed

Apply for a replacement CRW



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The screenshot shows the RSA website dashboard. At the top is a navigation menu with the following items: Home, Self-Declaration, Tests, Manage Vehicles, Risk Ratings & Encounters, and Reports. Below the menu is a yellow alert banner that says "Alerts (1)" with a bell icon, a link to "View all Alerts", and a "Show Alerts" button. The main content area is divided into several panels:

- Manage Vehicles:** Shows "Your Vehicles" with 1 Tractor Unit / Rigid, 0 Trailer, 0 Bus, and 0 Ambulance. It includes links for "View & Update Your Fleet", "Add a Vehicle / Trailer", and "Remove a Vehicle / Trailer", and a "Go to Manage Vehicles" button.
- Self-Declaration:** Shows a green checkmark and "You have a current Self-Declaration". It includes bullet points about legal requirements and access to Risk Ratings, and a "Self-Declaration" button.
- Vehicle Testing:** Shows "You are overdue 1 tests." with counts for Confirmed Test (0), Requested Test (0), and Recent Test Results (0). It includes links for "Book a Test", "View & Edit Requested Tests", "View Test Results", and "View/Print Reports", and a "Go to Vehicle Testing" button.
- Account Admin:** Shows account holder information (Jonathan Kelly) and "Recent Communications (0)". It includes links for "Add New Users", "Update Your Details", and "View Communication History", and a "Account Details" button.

On the right side of the dashboard is a vertical sidebar with several options: "Add a Vehicle / Trailer", "Remove a Vehicle / Trailer", "View my Risk Ratings", "View my Encounters", "Request an inspection", and "View/Print Reports".

Risk Ratings & Encounters

Risk Ratings & Encounters

› Your Risk Ratings

› Your Encounters

› Your Rating – What has changed?

Roadworthiness (RW)

› Summary

› Encounter Details

Driver Hours (DH)

› Summary

› Encounter Details

FAQ

› Risk Rating FAQs

Your Risk Rating for Roadworthiness

Your risk rating for Roadworthiness is based on items that relate to the safety condition of your vehicle(s) and your compliance with legal obligations regarding vehicle roadworthiness. For further information visit our [Risk Rating FAQs page](#)

Roadworthiness Rating **Green 80th Percentile**



[Redacted] is currently ranked within the 80th percentile on the Roadworthiness Risk Rating scale. The ranking is based on a comparison to all other HCV operators assessed for Roadworthiness compliance.

The Roadworthiness Risk Rating is based on compliance assessments at roadside and premises inspections, vehicle tests, and Self-Declaration status.

For more information on your Roadworthiness Rating, please click on the link below:

[Roadworthiness Summary](#)

Your Roadworthiness Details	Result
Roadworthiness (RW) Risk Rating	Green
Roadworthiness (RW) Percentile Ranking	80
Total Contributing Encounters for Roadworthiness	
Premises Inspections	0
Roadside Inspections	0
Tests	0
Self-Declaration (Declared)	1
Other	0
Compliant Encounters	
1	1
Non-Compliant Encounters	
0	0



[Your Risk Rating - what has changed?](#)

Roadworthiness – Summary of items influencing your risk rating for the last 3 years

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Myth or Fact?

- The CVORI is my scorecard and a measure of my performance **x**
- If I have a green CVORI I will be inspected less often **✓**
- The RSA shares my CVORI with Insurance companies **x**
- My CVORI can change without having had an inspection **✓**

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Have a question?

- CVORI
 - By email – cvori@rsa.ie
 - By phone – 091 480981
- Inspection queries
 - By email – enforcement@rsa.ie

You will need:

- Your CVRT Online Account Number (OP_XXXX)
- Specific details of your query, including as much information as you can e.g. registration number; dates / times of inspections etc.



Alerts (1)

[View all Alerts](#)

[Hide Alerts](#)

Please Acknowledge The Following Message(s)

Transport Safety Seminars May 2019

The Health and Safety Authority is running a series of regional morning seminars in May to highlight the importance of managing vehicle related risks in the workplace. The Road Safety Authority will present at these seminars to give an update on the Commercial Vehicle Operator Risk Indicator.

Attendees will be provided with information, guidelines and resources to help them understand and better manage vehicle operations and the interaction between vehicles and people in their business premises. As well as highlighting the legal, safety and business cases for action.

Content will be delivered in a practical and easy to understand format and no specialised knowledge or expertise is required.

A full event flyer is available [here](#).

[Register now to book your place](#)

Please confirm that you have read and understood the information presented.

▶ Proceed

▶ Cancel

Home

Self-Declaration

Tests

Manage Vehicles

Risk Ratings & Encounters

Reports

Alerts (1) [View all Alerts](#) [Hide Alerts](#)

Please Acknowledge The Following Message(s)

Your Self-Declaration



We notice that you have already started to renew or complete your Self-Declaration. Click on the **Continue Previous Draft** button to pick up where you left off.

[▶ Edit](#)[▶ Renew](#)[▶ Continue
Previous Draft](#)

To complete the declaration, you will need the following information:

- Your contact information and depot locations
- Service sector you operate in (Passenger, Goods/Haulage, or Utility/Special Purpose)
- Vehicle Registration numbers and VIN/chassis numbers of all Heavy Commercial Vehicles in your fleet
If you hold a Road Transport Operator Licence, our system will automatically upload the Heavy Commercial Vehicles on your licence to the Self-Declaration for you.
- Maintenance and repair procedures you have in place for your vehicles
- Inspection routines you have in place for your vehicles (driver walk-around checks)

CVRT Online Account

Home

Self-Declaration

Tests

Manage Vehicles

Risk Ratings & Encounters

Reports

Alerts (1) [View all Alerts](#) [Hide Alerts](#)

Please Acknowledge The Following Message(s)

Manag

Your Self-Declaration

We notice that you have already started to renew or complete your Self-Declaration. Click on

Tests

Request a Test

Manage Tests

Test Results

Tests

On this page you can **Book your Vehicle Tests**, **View Test Results** and manage your **Pre-Booked Tests**.
Click on the appropriate link below.

Book a Test

Request HCV, ADR or LCV tests in your choice of test centre quickly and easily

▶ [Book a Test](#)

Recent Tests Results (0)

There are no recent test results.

▶ [View all Test Results](#)

Manage Vehicles

▶ Add Vehicles / Trailers

▶ Alerts

Manage Vehicles



On this page you can view and manage your vehicles:

- Add new vehicles to your fleet,
- Remove vehicles you no longer operate,
- Export your list of vehicles in either PDF or spreadsheet format.

You can filter your vehicles below by clicking on the "All Vehicle Types" and "All Vehicle Status" lists below and select the appropriate value. Use the **View** buttons to view the vehicle details, or the **Remove** buttons to remove the vehicle from your fleet.

Your vehicles

You have added the following vehicles to your CVRT Online Account so far:

  1 Tractor Unit / Rigid
0 Trailer
1 HCVs 0 Bus
0 Ambulance

▶ Add Vehicle

Need to Remove a Vehicle?

Review the Vehicles on Your Fleet below and select the 'Remove' button next to any vehicle that is no longer part of your fleet.

Risk Ratings & Encounters

› Your Risk Ratings

› Your Encounters

› Your Rating – What has changed?

Roadworthiness (RW)

› Summary

› Encounter Details

Driver Hours (DH)

› Summary

› Encounter Details

FAQ

› Risk Rating FAQs

Encounter Details

Inspection Summary

Date: 20 March 2019

Encounter Type: Roadworthiness Inspection

Number of Infringements: 0

Number of Defects: 0

Influence on Rating: 

Report: [Inspection Report](#) (PDF)

CVRT Online Account

Home

Self-Declaration

Tests

Manage Vehicles

Risk Ratings & Encounters

Reports

Reports

Reports

In this section you can access reports we have developed in relation to the vehicles on your fleet. If there is a particular type of report you would like to have that is not currently available then please forward the details to it.support@cvrt.ie and we will endeavour to assist.

For information on how to access and run these reports you can [download our Demonstration Guide \(PDF\)](#) or alternatively please contact our Helpdesk on 091 480 981.

Search Reports:

Search

Report Name

Description

[Vehicles with an Expired CRW](#)

Reports - RSA - CVRT - Windows Internet Explorer provided by RSA

<https://operator.cvrt.ie/Reports/Report.aspx?rID=/OperatorPortal.Reports/HCV/Vehicles with an Expired CRW>



Tástáil Ródacmhainneachta um Fheithicilí Tráchtála
Commercial Vehicle Roadworthiness Testing

1 of 1 Find | Next

Vehicles with a CRW status of 'Expired'



Vehicle	CRW Status	CRW Expiry Date	Ownership Status
[REDACTED]	Expired	24/10/08	Owned

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CVRT Online Account

Home

Self-Declaration

Tests

Manage Vehicles

Risk Ratings & Encounters

Reports

Alerts (1) [View all Alerts](#) [Hide Alerts](#)

Please Acknowledge The Following Message(s)

Your Self-Declaration

Tests

Request a Test

Manage Tests

Test Results

Tests

Manage Vehicles

Add Vehicles / Trailers

Alerts

Manage Vehicles

Risk Ratings & Encounters

Your Risk Ratings

Your Encounters

Your Rating – What has changed?

Roadworthiness (RW)

Summary

Encounter Details

Driver Hours (DH)

Summary

Encounter Details

FAQ

Risk Rating FAQs

Encounter Details

Inspection Summary

Date: 2011
Encounter
Number of
Number of
Influence on
Report: [In](#)

Reports

Reports

In this section you can access reports we have developed in relation to the vehicles on your fleet. If there is a particular type of report you would like to have that is not currently available then please forward the details to it.support@cvrt.ie and we will endeavour to assist.

For information on how to access and run these reports you can [download our Demonstration Guide \(PDF\)](#) or alternatively please contact our Helpdesk on 091 480 951.

Search Reports:

Report Name	Description
Vehicles with an Expired CRW	

Reports - RSA - CVRT - Windows Internet Explorer provided by RSA

<https://operator.cvrt.ie/Reports/Report.aspx?ID=-/OperatorPortal/Reports/HCV/Vehicles with an Expired CRW>



Tástáil Ródachmhainneachta um Fheithicilí Tráchtála
Commercial Vehicle Roadworthiness Testing

1 of 1

Vehicles with a CRW status of 'Expired'



Vehicle	CRW Status	CRW Expiry Date	Ownership Status
[REDACTED]	Expired	24/10/08	Owned

CVORI External Review

- Conducted by PricewaterhouseCoopers on behalf of the RSA
- Plan to publish findings by end Q2 this year
- Part of continuing effort to ensure the CVORI is a fair and effective tool for targeting enforcement
- Included:
 - Detailed quantitative and qualitative analysis of the CVORI system
 - Surveys and discussions with operators, representative groups and RSA enforcement officers
 - A review of the CVRT website and Operator Portal (CVRT online account)
 - A review of international practice including comparisons with the equivalent UK and New Zealand risk rating systems

CVORI External Review

Key Findings:

- Is fit for intended purpose
- Correctly classifies compliant operators as 'green'
- Highly flexible & adaptable
- Works in the field and is used on a daily basis by enforcement officers
- Has room for improvement

CVORI External Review

Recommendations:

1. The RSA improve their communication strategy with regards to the CVORI
2. The RSA move from a percentile (relative ranking) system to a threshold (absolute score) system
3. The RSA make a series of changes to how the CVORI is calculated
4. The RSA introduce new data sources into the calculation of the CVORI
5. The RSA optimise the CVRT Operator Portal (CVRT Online Account for operators)

The Road Safety Authority
exists to save lives

For Safer Roads and Better Business Visit CVRT.ie

- Information available online at www.cvrt.ie
- General queries : cvrtadmin@rsa.ie
- Feedback in confidence : cvrtconfidential@rsa.ie





Ireland

**Potential OSH
implications of BREXIT
for workers in supply
chain**

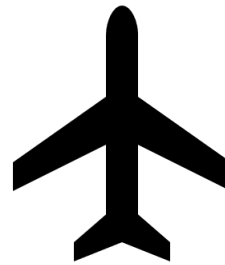
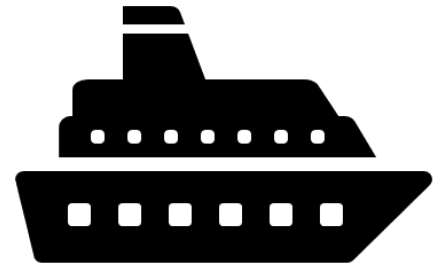
Presentation May 2019

Reality of Brexit

- Integrated Supply Chain
- Routes to Market
- Contingency Plans – Resource / Cost?
- New Business Opportunities
- Issues for Drivers – More Responsibility?
- Upskilling & Training
- Delays and consequence of Delays
- Media Saturation
- Brexit Fatigue!

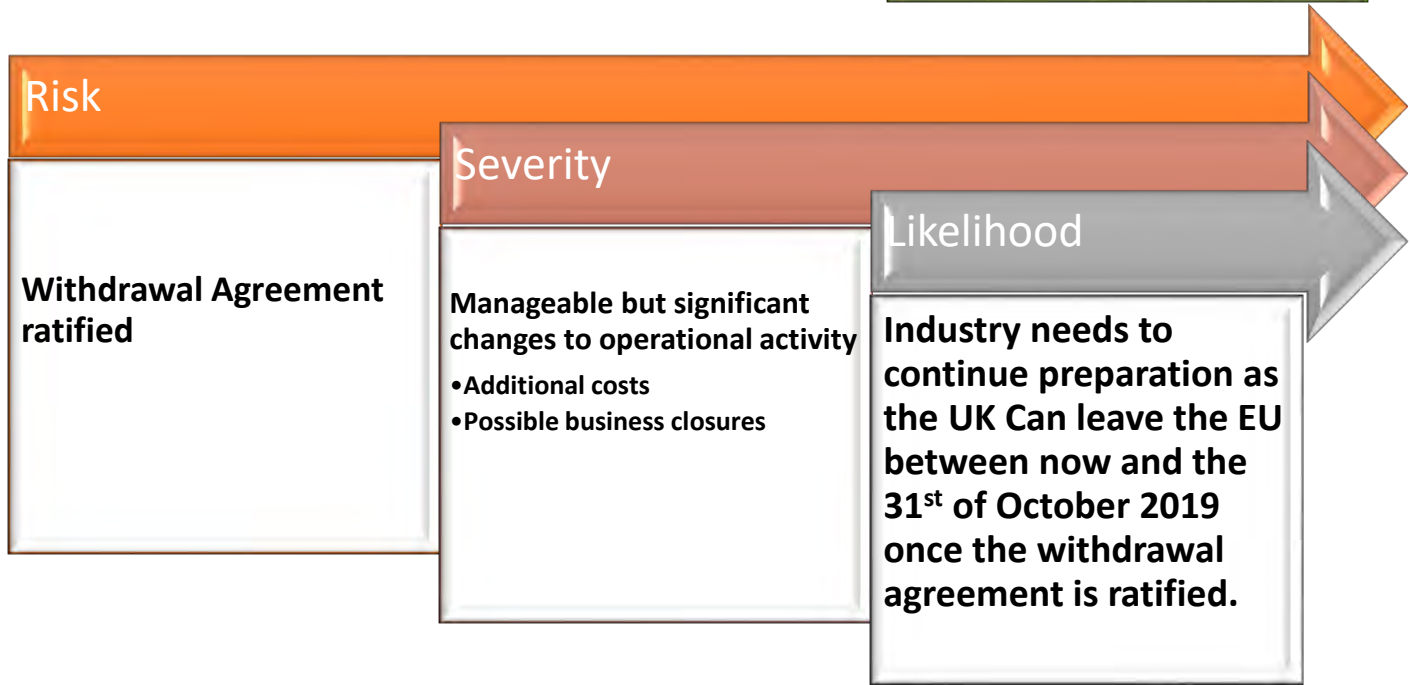
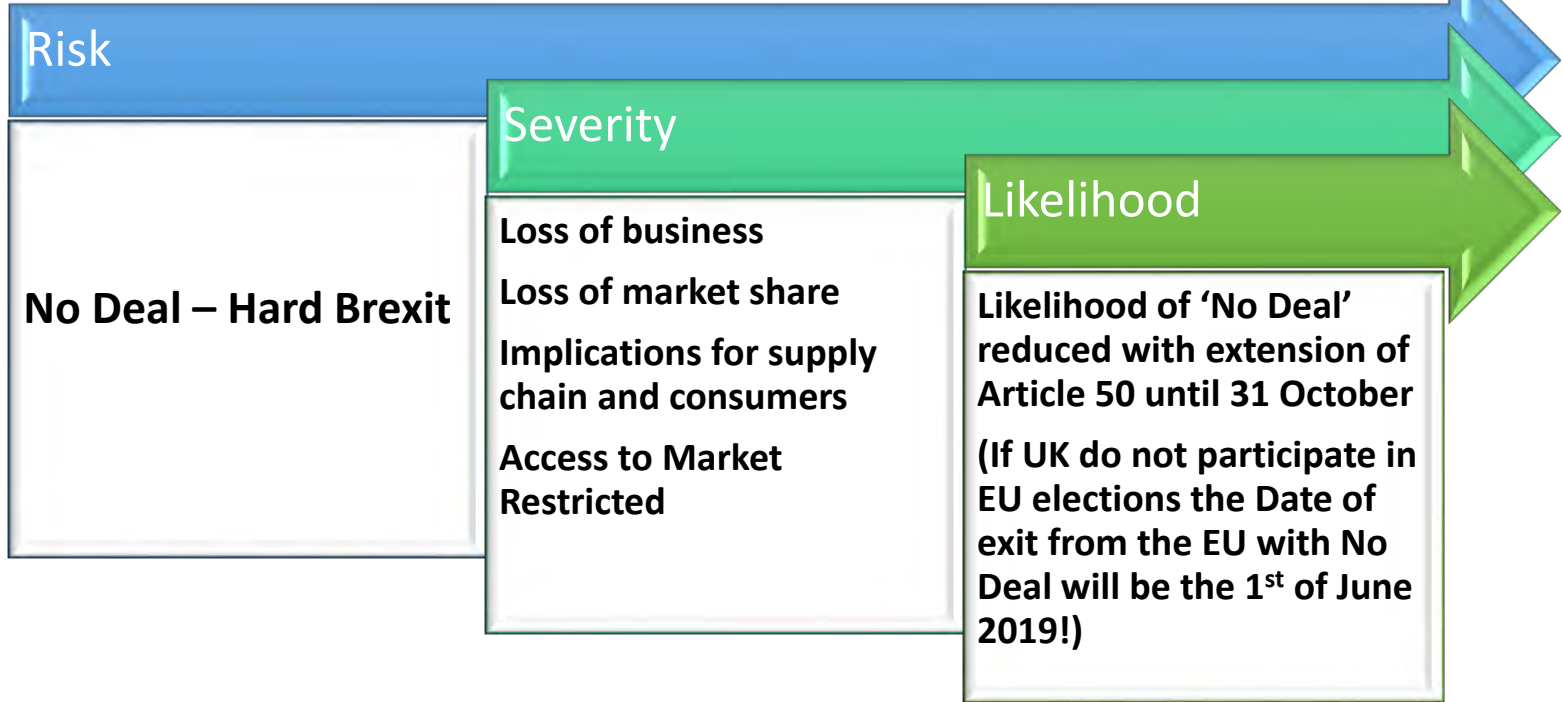


RISK = SEVERITY X
LIKELIHOOD



BREXIT RISK
ASSESSMENT





Control Measures

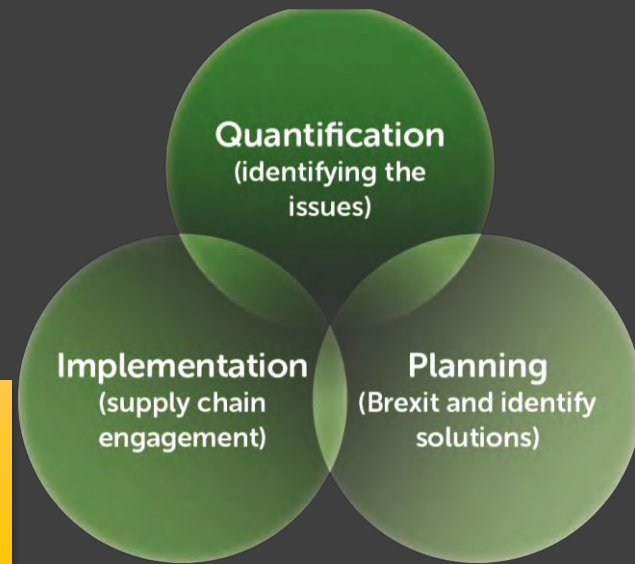
Import & Export Activity
(review reliance on the UK Market)

Review Routes to market
(landbridge v's Direct Route)

Meet with Clients and Contractors
(develop integrated contingency plans)

Customs Requirements for trade with 3rd Countries (Customs agent?)

Training and Education of Staff – keep everyone informed of the company position





Implications of Brexit for the Supply Chain

- Uncertainty
- Wellbeing of employees
- Viability of the business
- Compliance levels
- Contractual arrangements



Border Force



Landbridge Complications

Lack of robust communication & engagement within the supply chain

High Level Planning
Intertrade Ireland support
Enterprise Ireland Support
SME – Engagement – only 50% have an EORI Number

Lack of awareness of how the supply chain works – *'artesian bakery gets flour from south of France but doesn't know how it gets to his shop!'*

Exclusion of the Haulage Sector in integrated contingency planning

- Lack of knowledge and time
- Contractual issues
- Commercial Sensitivity
- Compliance Issues & Lack of Trust

Key issues for preparation

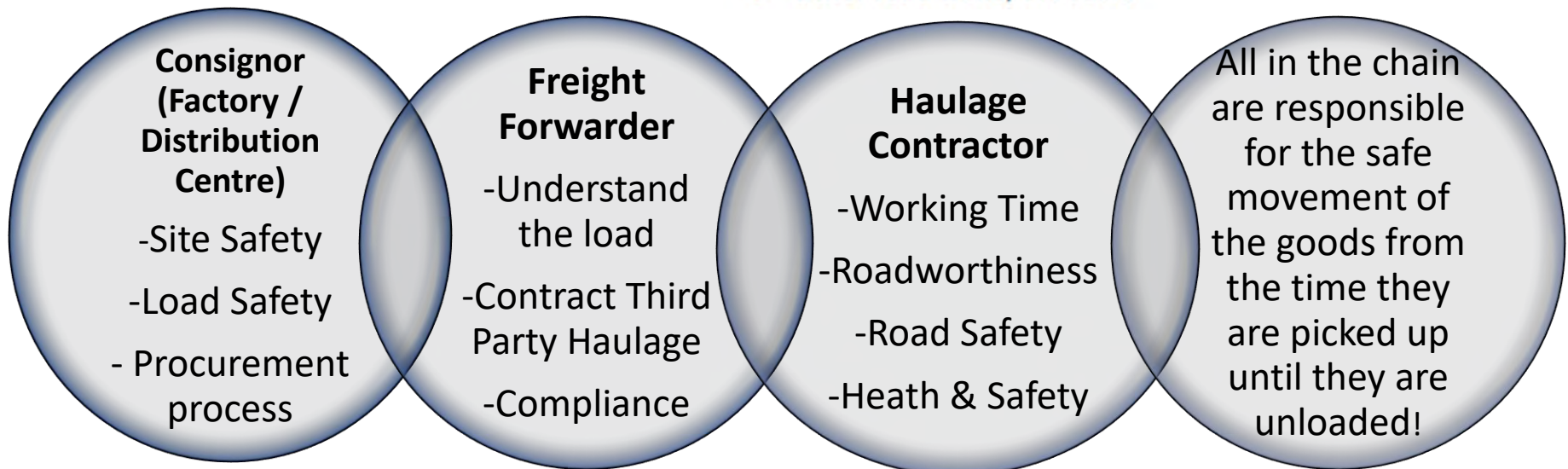
Managing Change - Consignor Liability (Chain of Responsibility)

Who can be held legally responsible if they cause or contribute to breaches of the rules on driving times, breaks and rest periods?

The answer is **everyone in the transport chain.**

The chain of responsibility in relation to driving time schedules and road safety includes people who have varying levels of involvement with road transport businesses, such as:

- Consignors
- Freight forwarders
- Drivers
- Principal transport contractors
- Other road transport users
- Bus or truck operators
- Tour operators
- Transport subcontractors
- Driver employment agencies



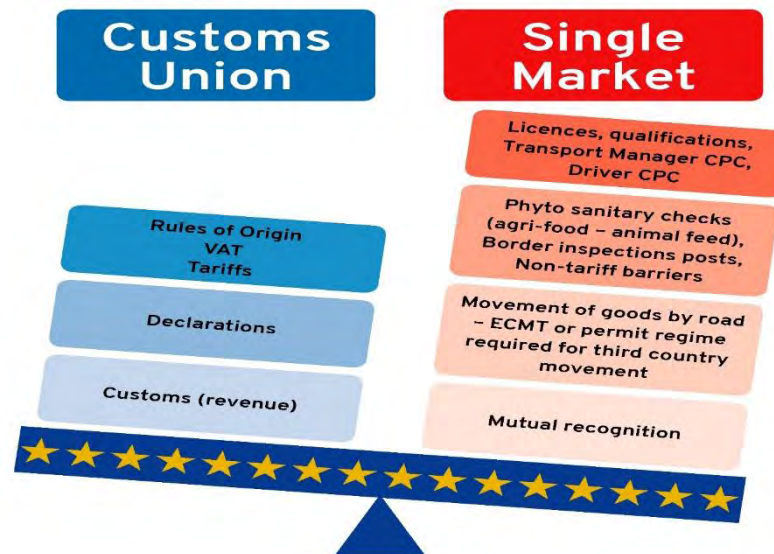
Managing Change - Preparation

- We must deal with what we know now!

“By failing to prepare, you are preparing to fail”
Benjamin Franklin

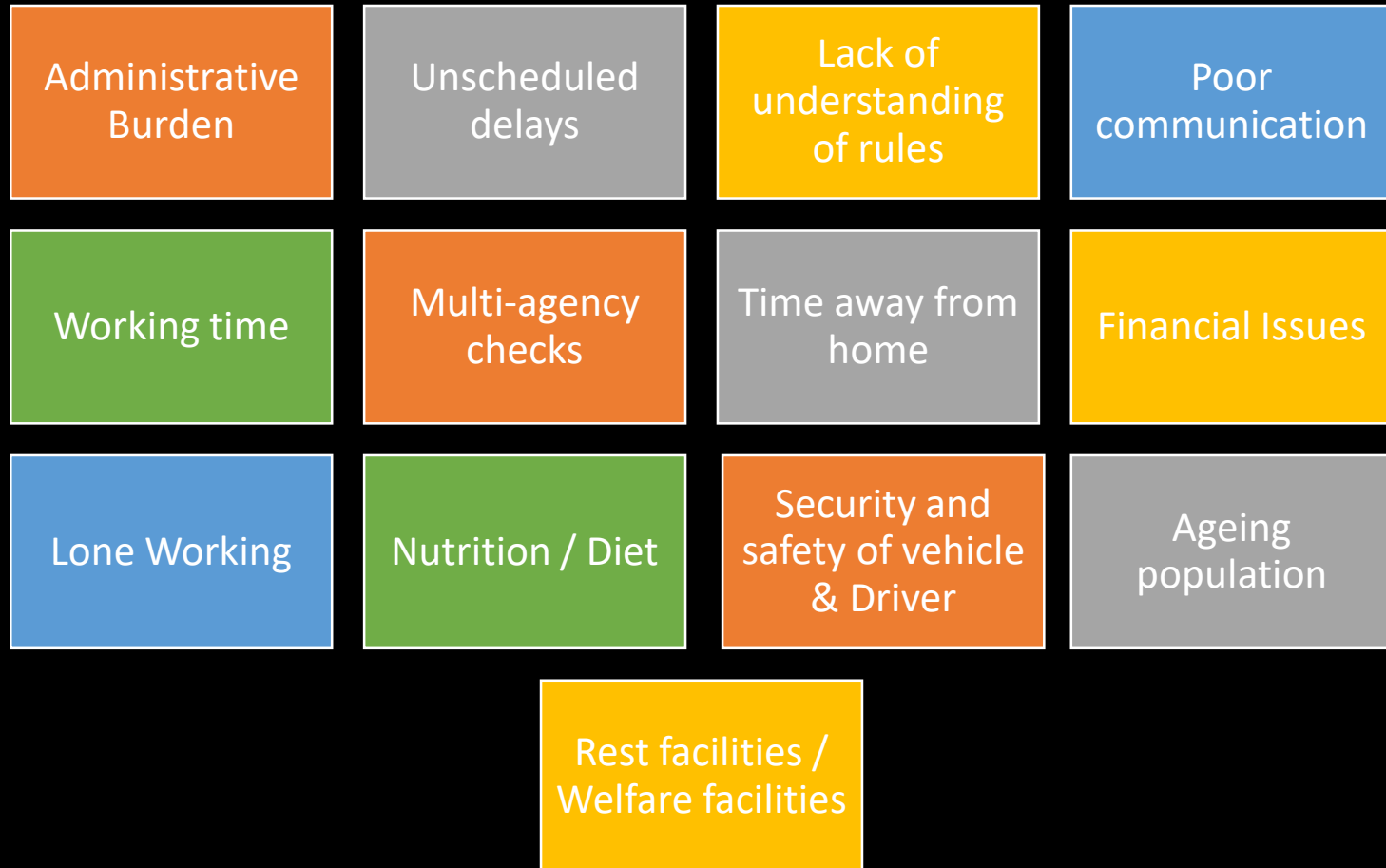
“All things are ready, if our mind be so.”
William Shakespeare, [Henry V](#)

“An ounce of prevention is worth a pound of cure.”
Benjamin Franklin



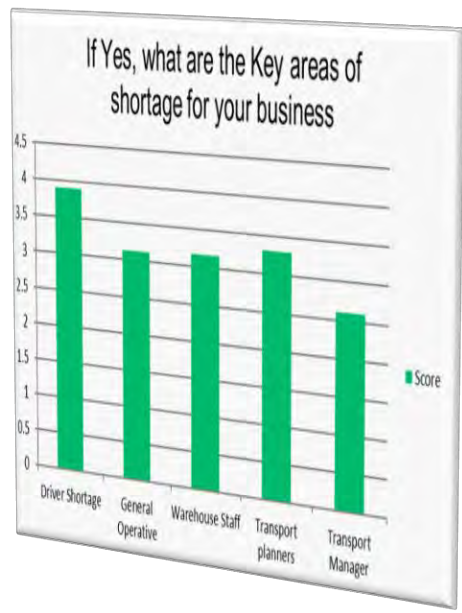
Managing Change- Drivers

“Collaboration is a key part of the success of any organisation executed through clearly defined vision and mission and based on transparency and constant communication” Dinesh Paliwal

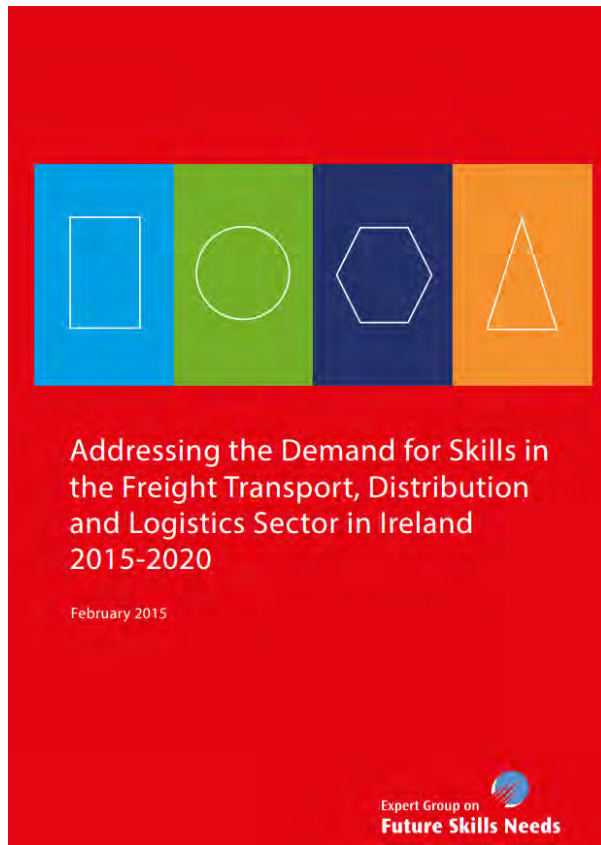


- Image
- Perception
- Making Headlines for the wrong reasons
- Unemployment rate of 5.4% as at March 2019
- Competition for Suitably skilled personnel
- Industry must work to promote and attract people
- Collaborative approach
- Career Progression – Training & Education
- Issues
 - Ageing Driving Population
 - How to attract young people into the industry





Gathering Information to aid solutions!



Basis for understanding Skills shortage

Addressing Skills Needs

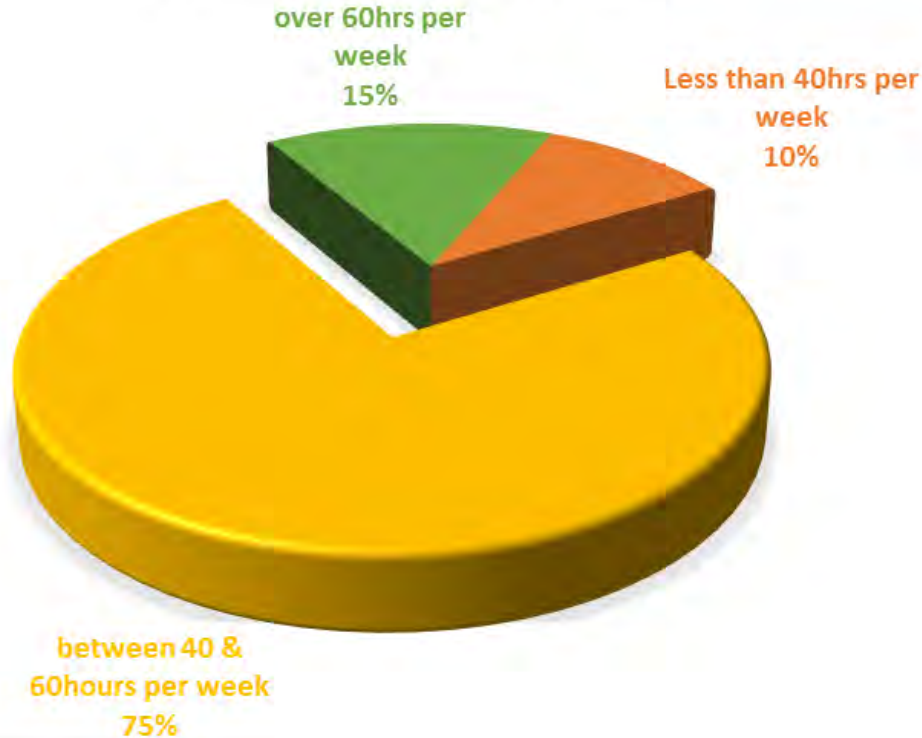
2015 Report highlighted the following:

- **13,500 to 15,500 job vacancies could become available over the period 2015-2020 in core freight transport distribution & logistics occupations**
- **HGV drivers vacancies result in 45% of total vacancies (from 6,075 to 7,000)**
- **A significant proportion of HGV drivers are approaching retirement. There is need for a HGV driver apprenticeship scheme**

Overarching recommendations

Recommendation	
1	Launch an intensified industry awareness and outreach campaign to enhance understanding amongst internationally trading and FTDL enterprises and to proactively address the skills needs arising from Brexit.
2	Introduce additional customs awareness and higher level customs clearance training and advice for third country trading as the implications of Brexit become clearer.
3	Enhance the provision of financial management advice, training and mentoring for internationally trading enterprises, with a particular focus on currency management, VAT for third country trading, and contract management.
4	Undertake targeted campaigns to attract skilled personnel from overseas.
5	Promote measures to enhance the ability to diversify trade with non-UK markets. <ul style="list-style-type: none">• Enhance international trading and Logistics/Supply Chain content in education and training provision• Build up Ireland's foreign language capability for international trade (particularly with Eurozone markets)• Enhancement of intercultural awareness and international business experience• Build up product design and development skills
6	Establish a National Logistics and Supply Chain Skills Group, to manage a coordinated response from the Logistics and Supply Chain sectors to promote the sectors and their skills needs.
7	Develop a schools/communication toolkit and awareness raising campaigns for Logistics, Supply Chain and Transportation careers across all sectors, and an improved understanding of the cross sectoral skills needs, employment numbers and career opportunities in supply chain activities
8	Support the development, and promote the rollout of and engagement with the Logistics and Service apprenticeship programmes.

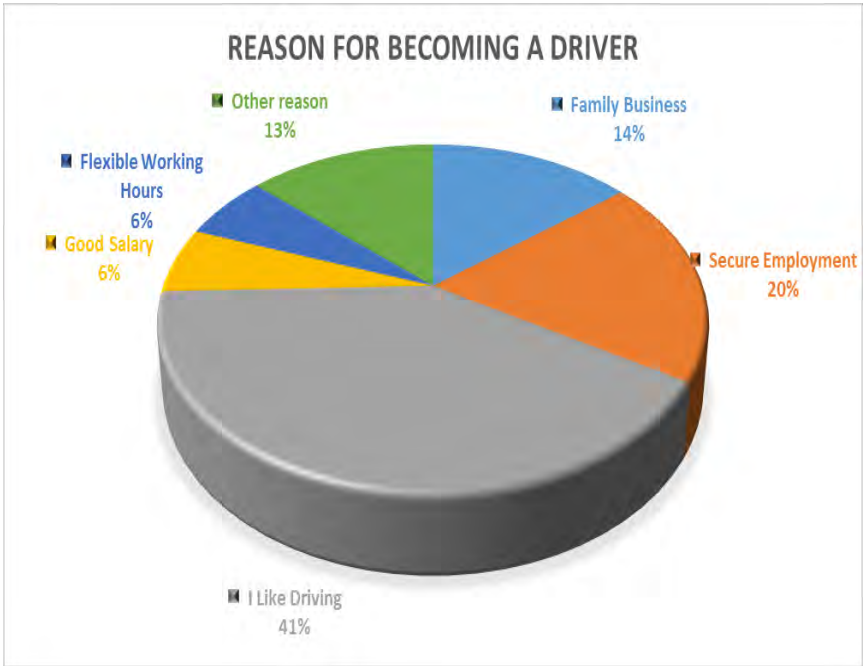
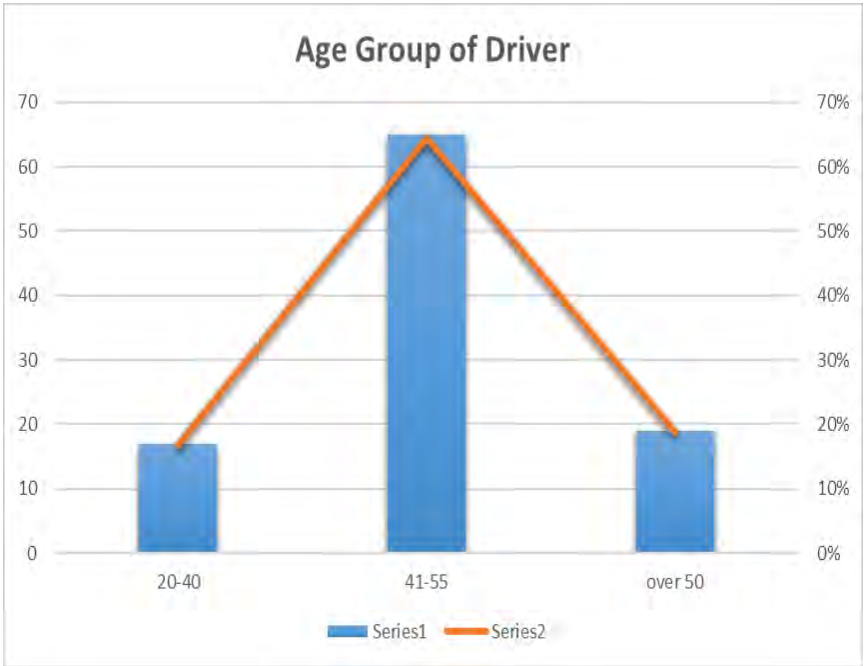
WEEKLY HOURS WORKED



Driver Survey 2019

- Driver perception of their occupation
- Understand the issues
- Aid development of solutions
- Image of Industry
 - eliminate dissatisfying job factors
 - Urgent establishment of the proposed Professional Driver Apprenticeship
 - Need to change the negative narrative surrounding the profession driver.
- ***A better professional status needs to be developed.***

(McKinnon, et al, 2017)



Driver Survey 2019



**GENERATION
APPRENTICESHIP**
www.apprenticeship.ie

Commercial Driver Apprenticeship

- FTA Ireland Lead Proposer
- DIT Bolton Street – Co-ordinating Provider
- DDLETB to support Driver Licence
- 2 year Level 6 Award
- Provides Progression and career opportunities for drivers and employers
- Aids movement from driving to office management / supervision
- Starting September 2019!



FTA Ireland and our members take road safety very seriously

It's vital to be focused and focused on the road. This document is for anyone on the Irish roads. Always wear your seat belt and please don't drink and drive. The following safety tips should be considered to reduce the risk of being involved in a collision, causing injury or even death.

CYCLIST SAFETY TIPS

- ✓ **Wear the seat belt** and **reflective gear**
- ✓ **Wear a helmet and reflective gear**
- ✓ **Where available always use bicycle facilities**
- ✓ **Always use the left side of the lanes.**
- ✓ **When encountering heavy commercial vehicles in a traffic junction, always stop behind the vehicle and stay clear of the junction. You may get caught in their blind spot if they are turning left.**
- ✓ **Always allow respect to other road users**
- ✗ **Never weave in and out of traffic**



VAN DRIVER SAFETY TIPS

- ✓ **When driving in cities and towns take extra care and attention at junctions** particularly when turning left. Road of course left and priority to increase visibility. Indicate early and on the down side of your vehicle.
- ✓ **Always allow respect to other road users**
- ✓ **Always allow enough time and space when merging queues**
- ✗ **Never tailgate** moving vehicles on cycleists
- ✗ **Never drive in a cycle lane**
- ✗ **Do not park in a cycle lane** (that has continuous white lines)
- ✗ **Never drive on the hard shoulder of a motorway**



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Brexit preparedness tips for haulage operators and drivers



EORI



Register for an Irish Economic Operator Registration and Identification (EORI) number. You will need to obtain a UK one if you are trading with the UK.

An EORI number is required to be able to submit customs declarations and/or safety and security declarations and to apply for customs simplifications and specialised procedures.

- revenue.ie/en/customs-traders-and-agents/customs-electronic-systems/eori-system.aspx
- gov.uk/guidance/get-a-uk-eori-number-to-trade-within-the-ec-europe.eu/taxation/customs/uk-withdrawal_en
- gov.uk/government/organisations/hm-revenue-customs

CUSTOMS



Decide if you want to hire an agent to make import and/or export declarations on your behalf or if you want to make these declarations yourself. Same goes for safety and security declarations.

If you want to submit declarations and security and safety declarations yourself, you will need to invest in software that interacts with Revenue systems, UK HMRC customs systems and your IT systems. You need to approach software providers well ahead of Brexit day to ensure that their products meet your needs. You also need to ensure that you have the right skills available internally (through recruitment or training).

If you intend to submit declarations through intermediaries, you need to contact an agent to understand what information they will require from you and what they could do on your behalf.

Operators and logistics buyers should also agree who will submit security and safety declarations – bearing in mind that the legal responsibility lies with the operator (for ro-ro, this is the haulier who transports the goods).

- revenue.ie/en/customs-traders-and-agents/brexit/brexit-seminars/index.aspx
- dbei.gov.ie/en/Publications/Quick-Brexit-Guide-for-Business.html

FOOD



If importing or exporting in plants, animals, or products of plant or animal origin, with the UK the person responsible for the consignment must register with the Department of Agriculture, Food and the Marine (DAFM) and comply with the appropriate EU Sanitary and Phytosanitary requirements for Third Country imports.

Registration with DAFM can be undertaken by completing a CCS form and by emailing it to BrexitRegistration@agriculture.gov.ie

TRAFFIC MANAGEMENT PLANS



- Dublin Port Traffic Plan:
 - T7 Accessibility for Customs and Dept of Agriculture Checks
- Dublin City Council Traffic Management Plans (in event of delays in Dublin Port).

FTA will keep members up to date on Brexit Traffic Management plans in and around the port.

dublinport.ie

HAULAGE DRIVERS 'SMART PHONES'



Drivers will need to have access to internet services to access the Revenue site – 20minutes from docking in Dublin port to ascertain routing information for their vehicle and load.

Revenue will provide routing guidance – this will be traffic light with Red for Checks – route to T7.

Green for clear to exit the port upon disembarkation.

revenue.ie/en/customs-traders-and-agents/brexit/trade-with-the-uk/index.aspx

IMPORT/EXPORT DECLARATIONS



Import/Export declarations must be issued to Revenue at least 2hours prior to arrival in Dublin Port.

24hrs notice must be given to Dept of Agriculture for Agri-food.

revenue.ie/en/customs-traders-and-agents/brexit/trade-with-the-uk/index.aspx

FERRY OPERATORS



Ferry Operators are changing their terms and conditions:

- Must present evidence of MRN in advance of boarding the ship.
- Roll on / Roll Off – Safety And Security declarations the responsibility of the Haulier.

- Unaccompanied Trailers – Safety And Security declarations the responsibility of the Haulier.



Change

- The greatest danger in times of turbulence is not the turbulence – it is to act with yesterday’s logic. – **Peter Drucker**
- The world is changing very fast. Big will not beat small anymore. It will be the fast beating the slow. – **Rupert Murdoch**
- Change before you have to.” – [Jack Welch](#)





Thank You
www.ftai.ie

Dedicated to Driver Training

Richard White

Regional Driver Trainer
Northern Region

Musgrave

Who Are We



- Irelands largest retail group
- Approx. 700 Supervalu and Centra Stores in ROI
- Irelands biggest private sector employer, employing 40,000 people nationwide
- 4 Regional Distribution Centers in Cork, Dublin and Kildare

Musgrave



- *Our Values*

Long term stable relationships

Not being greedy

Honesty

Working hard

Achievement

Musgrave

Company Commitment to Driver Training Programme

- Top line commitment to driver training programme.
- Safety Leadership- Accountability-Full Responsibility-Engagement
- 2011 Musgrave purchase Superquinn
- 2013 Musgrave announce plans to employ 134 new staff, 50 HGV Drivers
- 2015 Musgrave purchase Allied Foods

Musgrave

Driving For Work Risk Factors

- Driver style / behaviour
- Driver wellbeing
- Slips trips and falls
- Manual handling
- Vehicle ergonomics
- Suitability of vehicles for stores
- Tacho-Graph compliance
- Vehicle roadworthiness

Musgrave

Objectives of Driver Training Programme

- ◆ Minimize manual handling and slip/trip and fall injuries
- ◆ Minimize lost time accidents
- ◆ Minimize motor accidents
- ◆ Minimize insurance claims
- ◆ Promote customer service relations with driver during delivery
- ◆ Staff retention(1% attrition)
- ◆ Maximize driver MPG performance
- ◆ Update risk assessments of stores and suppliers.
- ◆ Help ensure vulnerable road user safety

Driver Monitoring

Driver Assessment

- Speed
- Defensive driving
MPG
- Online Bluetree
/stratum
reporting
- Android app
rolled out for
each driver

Retraining / Assessment

- Bluetree may
identify poor
performers
- Reassessment
 - Accident
Reporting

Agency Recruitment

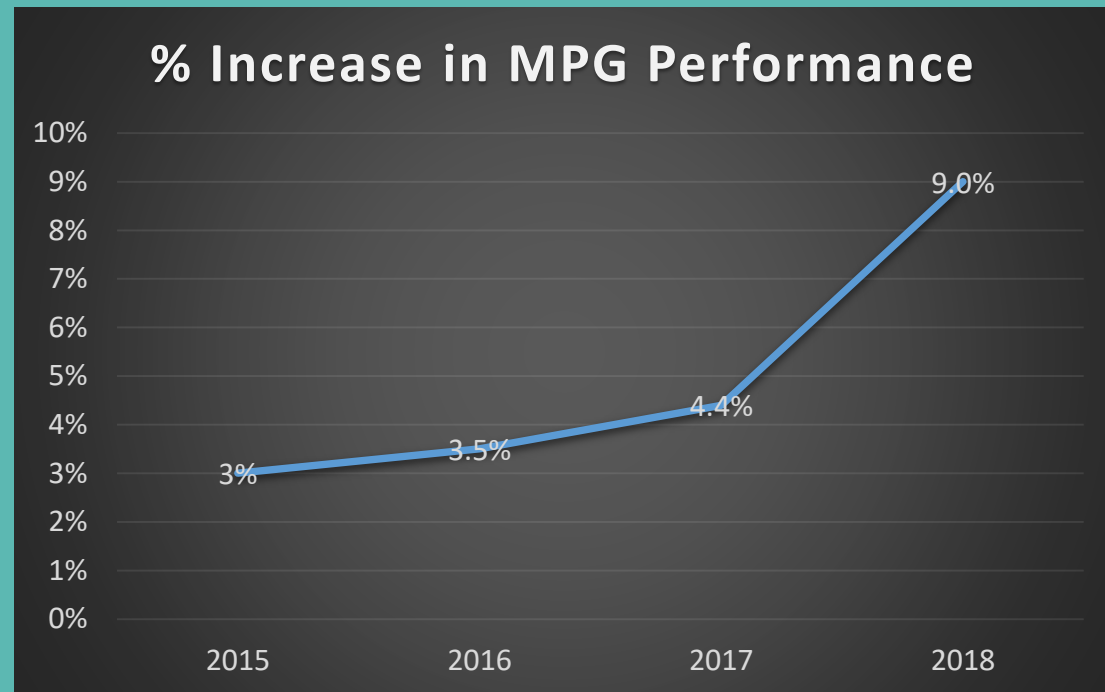
- All agency drivers
fully assessed and
trained
- Failure rate 50%

Mandatory Training

- Manual handling
tailored to vehicle
- Power pallet truck
 - Food safety
 - MPG
 - Tacho-Graph
- Customer service
 - CPC
- **NB All in-house
trainers**

Driver Style and Behavior

- 2 hour driving assessment before recruitment.
- Minimum one week one on one induction with driver trainer
- Continuous monitoring
- MPG training
- Familiarization training in each different vehicle



Manual Handling

New manual handling
training programme

Job specific

Course includes all manual
handling activities covered
by driver

Videos and practical
exercises

Stand alone one day course



Musgrave

Slip trips and falls

- Mavis rail installed on chill trailers to eliminate need to climb on catwalk during coupling.
- All new trailers fitted with barn doors
- All new trailers fitted with ladders
- Trailer floor materials (Keuring hardwood flooring)

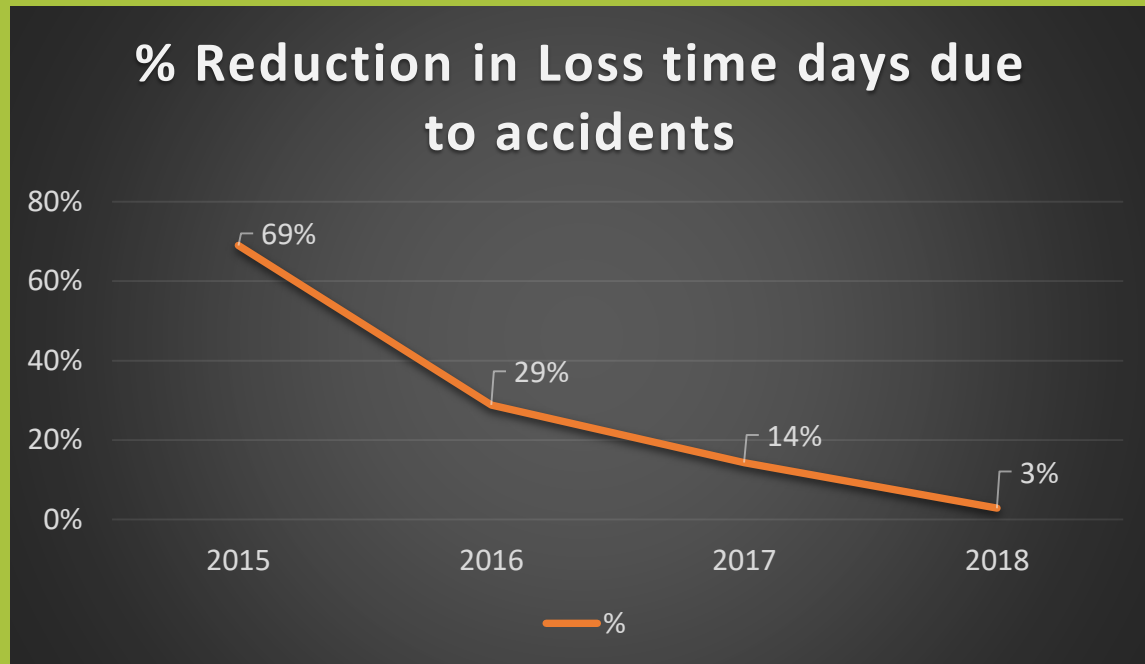


Benefits of Dedicated Training Programme

- ◆ Driver should be able to drive more safely, than one without any training
- ◆ Work more efficiently
- ◆ Contribute to company success
- ◆ Make risk assessments and understand risk management
- ◆ Provide good customer service
- ◆ Contribute to a positive image for your transport business

Lost time accidents

- Down in all depots over 4 year period
- Cork depot no lost time accidents in over a year



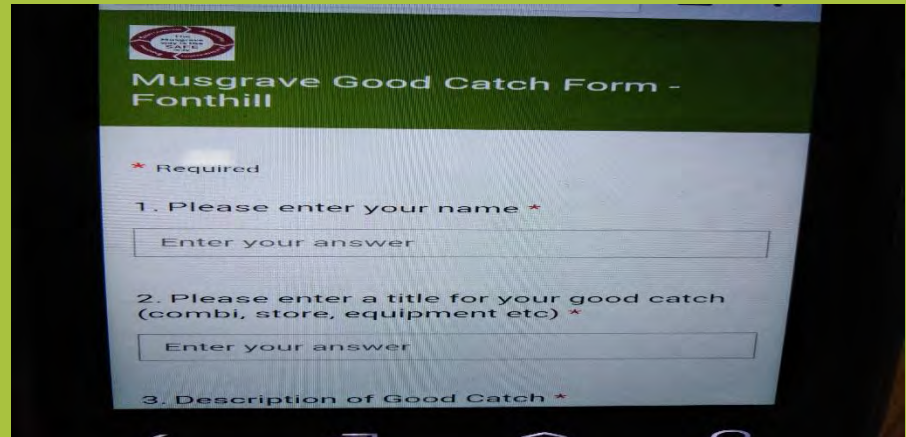
Preventive Maintenance



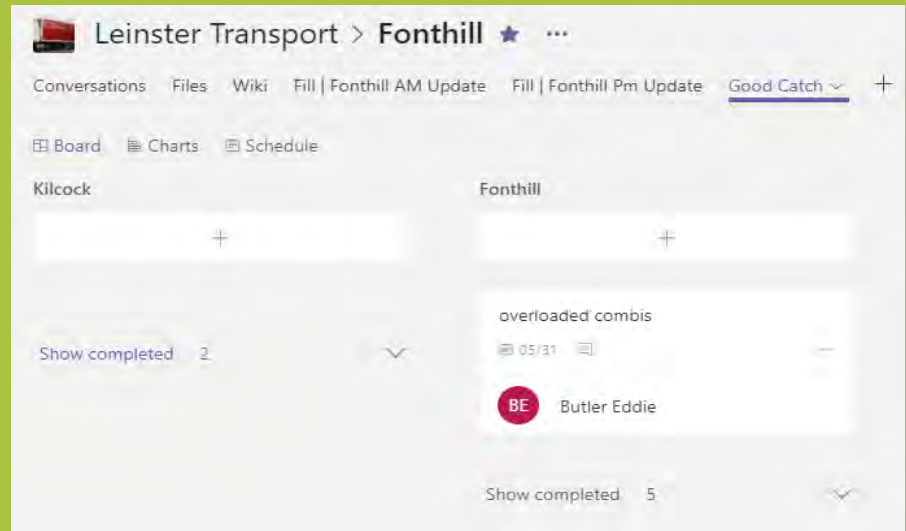
- On site VMU's
- Specialised engineers
- Tyre pressure monitors on site entrance
- Monthly independent site audits

Good Catch Programme

- User friendly
- Easy to report hazards and near misses
- Quick response



The screenshot shows a mobile application interface for the 'Musgrave Good Catch Form - Fonhill'. At the top, there is a logo for 'MUSGRAVE' and the title 'Musgrave Good Catch Form - Fonhill'. Below the title, there is a section labeled '* Required'. The form consists of three numbered steps: 1. 'Please enter your name *' with a text input field containing 'Enter your answer'. 2. 'Please enter a title for your good catch (combi, store, equipment etc) *' with a text input field containing 'Enter your answer'. 3. 'Description of Good Catch *' which is partially visible at the bottom of the screen.



The screenshot shows a Microsoft Teams interface for the 'Leinster Transport > Fonhill' team. The 'Good Catch' channel is selected. The interface displays two columns: 'Kilcock' and 'Fonhill'. The 'Kilcock' column shows a '+', a 'Show completed' button with a count of '2', and a dropdown arrow. The 'Fonhill' column shows a '+', a card for 'overloaded combis' dated '05/31' with a message icon, a profile picture for 'Butler Eddie' (BE), and a 'Show completed' button with a count of '5' and a dropdown arrow.

Musgrave

- Cycle Safety
- Designed in conjunction with RSA and Cyclist.ie
- Public awareness
- Schools programme over 2000 students
- Presentation and practical demonstration with an HGV and bike
- Public demonstrations



Musgrave

Post Accident Protocol

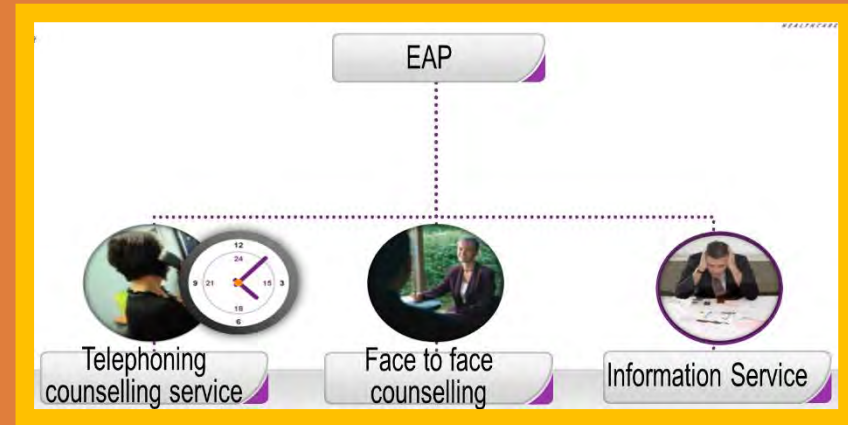
- Accidents will Happen
- Developed a post accident protocol by studying other best in class companies
- Driver well being is key



Musgrave

Driver Wellbeing

- Breakthrough
- Job sharing
- Career breaks
- Educational assistance
- Work life balance, roster committees
- Employee assistance programme



Musgrave

Going Forward



- Use of technology to assist drivers
- Continue to benchmark against other companies H&S practices
- Reduce kilometers driven
- Driver development programme from warehouse staff
- Continuous assessment of existing drivers

Thank You For Your Time



Musgrave



Transport Safety Seminars May 2019

Closing remarks

Deirdre Sinnott McFeat

Senior Inspector
Transport Safety Unit



How are you doing?



How are you doing?

Vehicle movements	Vehicle operations	On the road
<ul style="list-style-type: none">• Vehicle condition• Vehicle roadworthiness• Driving forward• Reversing• Slow speed manouvres• Vehicles entering workplace• Vehicles exiting workplace• Vehicle parking• Trailer parking• Forklift movements	<ul style="list-style-type: none">• Deliveries and collections• Working at height on vehicles• Manual handling of goods, materials and parts• Loading, unloading and securing of loads• Coupling/Uncoupling of trailers• Vehicle maintenance and repair• Tipping of loads	<ul style="list-style-type: none">• Driving for work• Vehicle breakdowns• Vehicles incidents• Roadside goods deliveries [day and <u>night</u>]• Working on or near the road<ul style="list-style-type: none">• Recovery• repairs• Vehicle parking• Vulnerable Road Users (VRU) interactions

More aware?

Greater understanding?

Concerned?

Convinced?

Committed to act?

Confident to take action?



Know where to get help?

Resources to help you

https://www.hsa.ie/eng/vehicles_at_work/transport_safety_guidance_resources/



Healthy,
safe and
productive lives
and enterprises

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How can we help you?



[Topics](#) [Your Industry](#) [Chemicals](#) [Education](#) [Legislation](#) [Publications and Forms](#) [Safety Alerts](#) [Small Business](#) [Vehicles at Work](#) [Workplace Health](#)

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Transport Safety Guidance & Resources



Forklifts



hsalearning.ie

eLearning



BeSMART



Manual Handling



Slips Trips & Falls



Workplace Traffic Management



Pedestrian Safety



Driving for Work



Load Securing



Vehicle Operations



A.D.R.



Previous Seminars 2016-2019



Vehicles in Agriculture



Vehicles in Construction



Accident Reporting



HSA Events

Call: 1890 289 389

9:00am to 12:30pm, Monday to Friday.

Use our (01) 6147000 number to avoid possible additional charges from your mobile operator.

Email: wcu@hsa.ie

