

Working with vehicles



- **Putting workplace transport into context**
- **Carol Grainger**
- **Workplace Transport Programme Manager**

Outline of presentation



- **Reported injuries (2001/02-2004/05)**
 - How many, what type, who is most at risk?
- **Employers perception of risk**
 - What do they think are the most effective actions to reduce risk?
- **Workers perception of risk**
- **What can we do to help?**

'Workplace Transport'?

Any vehicle or piece of powered mobile work equipment used in the workplace.

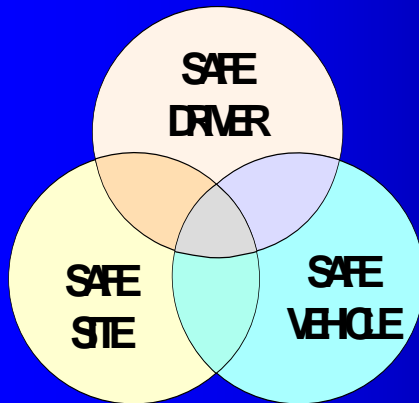
Cars, vans, lift trucks, LGVs, yardshunters, tractors

NOT

- transport on the public highway
- air, rail, or water transport
- specialised transport used in underground mining



The factors involved



- 3 Interacting areas of risk
- Site
- Driver
- Vehicle

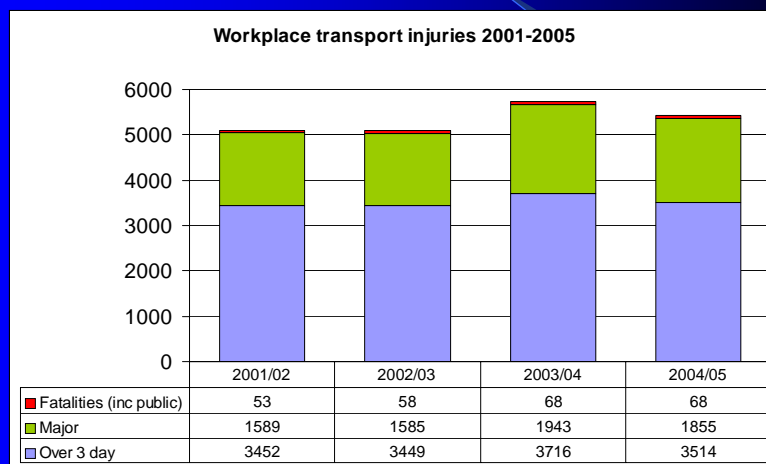
The size of the problem

- **3 million employees work with or near vehicles as a regular part of their normal job**
- **5,427 workplace transport injuries to workers were reported in 2004/05**
 - 68 fatalities (including 10 to members of the public)

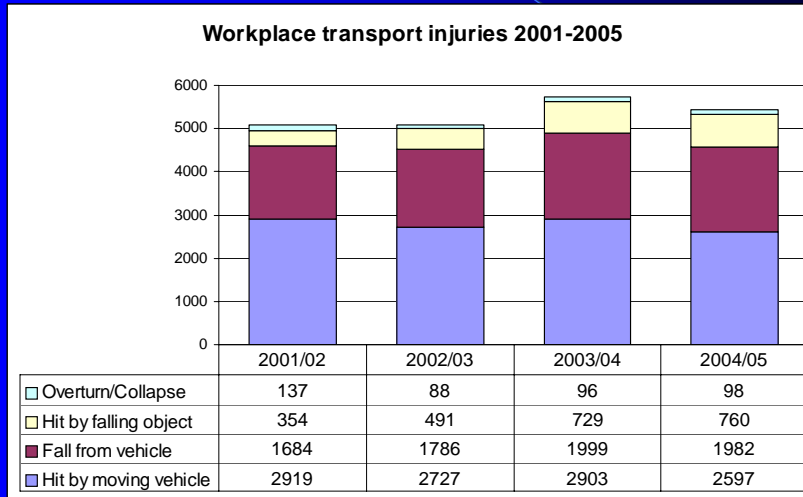
Putting the figures in context

- In 2004/05, workplace transport injuries accounted for
 - 4% of all injuries reported
 - 6% of all MAJOR injuries reported
 - 31% of all fatalities
- A workplace transport accident is more likely to lead to a serious or fatal injury

Injury trends – by severity



Injury trends – by kind of accident

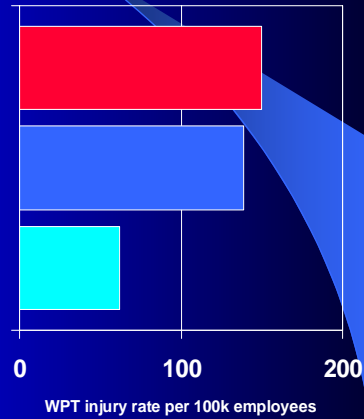


Types of vehicle involved in accidents at work

- 24% of accidents are from fork lift trucks
- 12% from LGVS
- 9% from cars
- 8% from trailers
- Generally speaking, the larger the vehicle, the higher the chance that an injury will be classified as a major

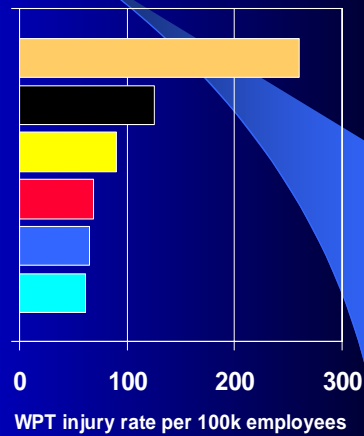
At risk industries – high rates and high numbers

- Transport support activities e.g. cargo handling & storage
- Land transport (railways & roads)
- Food manufacturing



At risk industries – high rates but relatively low numbers

- Recycling
- Sewage & refuse
- Mining & quarrying
- Wood/furniture man
- Forestry
- Water transport



At risk occupations

- **Over half the workplace transport injuries fall into 5 occupations**
 - Handling & storage (18%)
 - LGV drivers (14%)
 - General transport workers (8%)
 - Postal workers/couriers (4%)
 - Refuse collection (4%)
- **70% of injuries are to non-drivers**

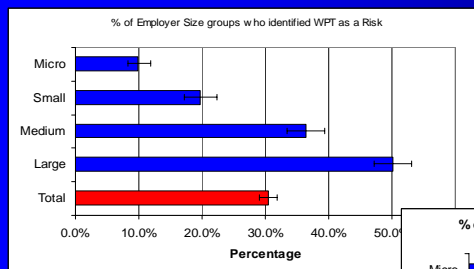
At risk groups

- **21% of employees say they work with or near vehicles as part of their normal work**
 - Of these, 37% say they are exposed all day, 20% say several times per day
- **18% say they load or unload goods from vehicles**
- **13% say they drive for 4 or more hours per day**

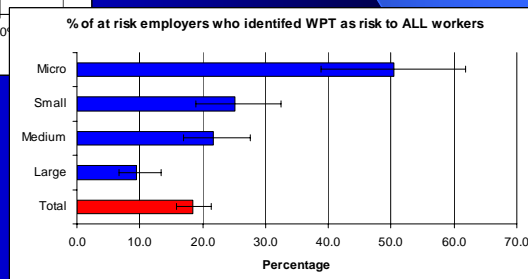
Safety checks & training

- 45% said they had never had a safety check by a manager or supervisor
- 28% said they had had one in the last month
- 53% had had training on risk avoidance
 - Of these, 52% said this training had helped a lot to reduce the risk

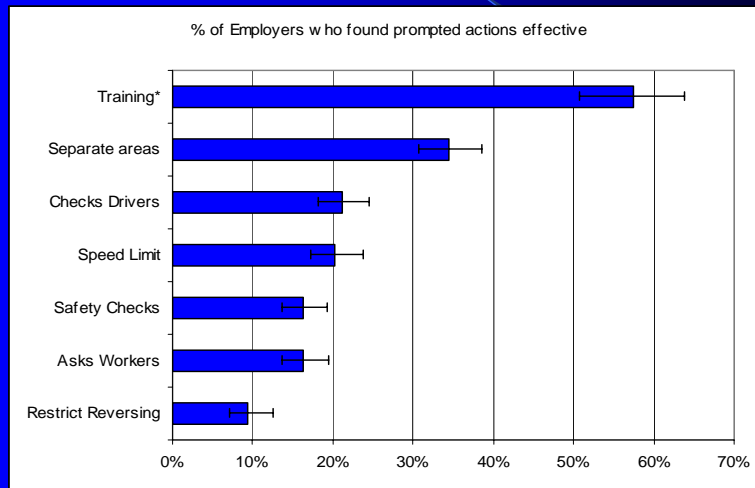
Perception of risk by size of business



- Perception of risk increases with firm size but small firms more likely to say risk applies to all workers



Most effective actions to reduce risk



Another focus of risk



- Accidents involving very slow moving vehicles account for 10 to 15% of all vehicle related accidents
- They account for closer to 20 to 25% of all accidents where people are *struck* by vehicles

Slow moving vehicles

Year	Fatal	Major	O3D	T
2000/01	10	61	73	144
2001/02	11	159	357	527
2002/03	8	155	367	527
2003/04	15	159	320	494
2004/05	7 42	147 738	313 1797	467 2677

What can we do to help?

- Analyse the information and draw attention to the risks;
- Make knowing the law simpler
- Setting out the problems and possible solutions
- Working together to make things better

Legislation & the workplace



- Health & Safety at Work etc Act 1974
- The 6 pack:
 - Management of Health & Safety at Work Regs 1999
 - Workplace (Health Safety & Welfare) Regs 1992
 - Provision and Use of Work Equipment Regs 1998
 - Lifting Operations and lifting equipment Regs 1998

Risk Assessment

(Management of Health & Safety Regulations 1999)



(on-site risks)

Regulation 3 Risk assessment

- identify hazards
- identify who could be harmed
- evaluate risks
- review assessment

Regulation 5 Controlling risks

- control the risks

Regulation 5 Managing risks

- plan
- organise
- monitor
- review





Summary of key points (1)

- Although Workplace Transport injuries form a fairly small part of all accidents at work, they are more likely to be serious injuries and much more likely to lead to fatalities
- The number of WPT injuries has been fairly stable in recent years
- Key industries and occupations dominate the WPT accident statistics
- Fork-lift trucks are the most common cause of WPT accidents



Summary of key points (2)

- A third of employers believe their employees are at risk of WPT injury
- A fifth of employees say they work with or near vehicles
- Both employers and workers identify training as a key activity to reduce the risk of accidents