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HEALTH AND SAFETY  
AUTHORITY

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# **Work Related Vehicle Safety Programme**

***Plan and Priorities for  
2016-2018***

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# Work Related Vehicle Safety Programme

## Where to Now?



### Key focus on:



- Research on work related road collisions
- Transport and Driving for Work safety seminars
- Further load securing guidance and videos
- Targeted sector inspection programme

## Background to development of the new plan

The HSA has developed a new three year plan outlining a course of action, aimed at influencing and improving work related vehicle safety in Ireland. In developing the plan for the next three years, we have taken into account:

- 1) Evaluation of achievements and outputs from the WRVS plan 2010 to 2014.
- 2) The HSA's Strategy Statement 2016-2018.
- 3) Interactions with key sectors and stakeholders from 2009 to 2015 and developments in safety and health in key sectors and worker groups during that period.
- 4) Work Related Vehicle injury profile based on HSA accident data from 2009 to 2015.
- 5) Work related road deaths and related research conducted over the period 2009 to 2014.

## HSA Strategy Statement 2016-2018

The Authority's strategy for the period 2016 to 2018<sup>1</sup> sets out five strategic priorities. The five priorities are:

1. **Health:** Increase the focus on work-related health risks.
2. **Safety:** Maintain and develop the advances achieved in the management of work-related safety risks.
3. **Chemicals:** Focus on the risks to human health and safety arising from chemicals used at work and by the general public.
4. **Accreditation:** Provide an impartial, internationally recognised accreditation service, responsive to market demands through the Irish National Accreditation Board.
5. **How we work:** Continue to change and transform the way we work.

The strategic priorities of the HSA have shaped the approach taken to the new WRVS plan.

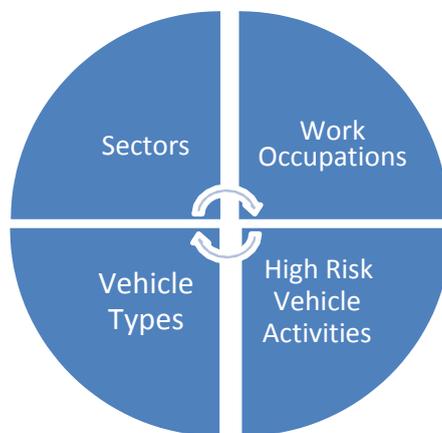
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<sup>1</sup> HSA Strategy Statement 2016-2018

## Targeting of new WRVS plan for 2016 to 2018

Following evaluation and review of the most up to date evidence base on injuries and deaths at work<sup>2</sup> it was recognised that the plan needed to strike a balance between targeting:

- work related vehicle safety issues related to specific **vehicle types**,
- specific high risk vehicle activities,
- **high risk sectors** such as in agriculture, construction, transport, retail and wholesale and manufacturing,
- specific **work occupations**, and
- **common vehicle safety risks found across all work sectors**, for example, driving for work in cars and smaller vehicles such as vans and off road vehicles.



This calls for targeted prioritised sector- specific interventions and more general interventions common to all work sectors where vehicle risk is prevalent. For example, Driving for Work is common to all sectors whereas loading, unloading and load securing activities are found in specific sectors such as transport, construction, manufacturing and retail and wholesale predominantly.

### An evidence-led case targeting high risk sectors

Working in, on and around vehicles in a range of work sectors can be inherently hazardous. By the nature of their work. drivers and general operative workers in a range of sectors can be exposed to a range of potentially hazardous activities and situations associated with large vehicles, but more particularly in in transport, construction, agriculture, mining and quarries, retail and wholesale, waste and recycling and manufacturing, such as:

- **physical hazards** associated with a range of vehicle types and work environments, for example:
  - being hit or run over by vehicles,
  - vehicle collisions,

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<sup>2</sup> Work related vehicle deaths reported to HSA 2009 to 2013

- vehicle overturns,
- loads falling on/from vehicles,
- slips, trips and falls around, on and from vehicles.
- **ergonomic hazards**, for example:
  - moving and handling of goods,
  - lifting of packages and items during loading and unloading activities,
  - driving for long periods.
- **psychosocial hazards**, for example:
  - lone working,
  - potentially harmful effects of night and shift work,
  - dealing with customers and other road users.
- **health hazards** such as:
  - sedentary role of professional drivers,
  - exposure to dangerous substances and weather,
  - lack of access to regular exercise,
  - lack of access the healthy food options.

Based on available evidence and an analysis of HSA injury data for the period 2009 to 2014, the focus of the WRVS programme for 2016 to 2018 will be on target sectors, work occupations, vehicle types and vehicle activities that have featured most. These are summarised in the table below.

Targeted sectors		Work occupations	
Agriculture		Professional Drivers	
Construction		Recovery Specialists	
Transport and Storage		Drivers of large Vehicles	
Manufacturing		Delivery Drivers	
Retail and Wholesale Trade		Van Drivers	
Repair of Motor vehicles		Drivers using own vehicles for work [Grey fleet]	
Waste and Recycling		Motor mechanics	
Public Sector			
Healthcare			
Vehicle types		Vehicle activities	
HGV's [rigid and articulated]		Driving for Work	
Vans		Deliveries and Collections	
Cars		Loading, unloading and load securing	
Bus/Minibus		Coupling and uncoupling of Trailers	
Articulated Trailers		Vehicle maintenance and repair	
Grey Fleet [employees own vehicles]		Reversing and slow speed maneuvers	
Specialised vehicles in high risk sectors		Entering and exiting workplaces and worksites	

## Work Related Vehicle Safety Programme Priorities 2016-2018

It is against the above backdrop that the priorities for the HSA's activities for Work Related Vehicle Safety from 2016 have been identified. These will be kept under review and formally reviewed at the end of 2018.

It is proposed that over the next 3 years the Work Related Vehicle Safety programme will be developed around the following priorities:

- **Work with priority sectors and key stakeholders** to influence and support the implementation of robust work related vehicle safety management systems that achieve good governance and compliance with safety, health and welfare legislation in relation to work related vehicle risk management in the workplace and on the road. This will be achieved through building on established formal communication processes with identified sectors through sector partnerships, the Work Related Vehicle Safety Consultative panel, at senior management level and through our inspection and enforcement activities.
- Continue to **plan inspection programmes which are evidence-based** and directed to the areas of highest work related vehicle risk and to take enforcement action for failures to comply with legal requirements.
- Through the Government's initiatives on Road Safety, Road Traffic enforcement and Corporate and Social Responsibility [CSR], to promote and support healthy and safe work related vehicle risk management by **engaging with working groups and providing guidance for key sectors and business types** on best practice work related vehicle risk management initiatives.
- **Maintain and develop initiatives that have been successful** in supporting business in securing compliance (e-learning, HSA Work related vehicle safety Steering group and consultation, public seminars, guidance published to the website etc.).
- Provide **information and guidance on new and emerging risks** relating to work related vehicle use in the workplace and on the road (e.g., workplace transport, driving for work and working on or near the road). This will involve participation in national and EU initiatives, research and engagement with experts and stakeholders.
- **Increase focus and targeting of multidisciplinary interventions across sectors** most affected by vehicle related illness, injury and deaths, but in particular in the top 5 listed below:
  - **Agriculture**
  - **Construction**
  - **Transport and Storage**
  - **Retail and wholesale trade and repair of motor vehicles.**
  - **Water and Waste Treatment**
  - Manufacturing
  - Public sector
  - Health sector
- HSA should **target micro and small business within the top 5 sectors** and focus on information, instruction and training for drivers, general operatives and labourers in particular.
- Injuries associated with manual handling of goods onto and off vehicles, vehicle related slips trips and falls, and loading and unloading of vehicles require particular attention both for activities that happen in the workplace and on the road.

- Continue the **focus on managing risks associated with loading, unloading and load securing**. Progress development of joint guidance with RSA and Gardai on Load Securing risk management best practice, in line with EU Directives and international standards.

The HSA now sets out six new objectives to build on achievements over the past six years from 2010 to 2015. The new objectives are:

<b>WRVS objective</b>	<b>Detail</b>
<b>1. Engagement</b>	To engage with key stakeholders to ensure a complementary, coordinated and consistent approach to work related vehicle [WRV] risk management across all work sectors.
<b>2. Compliance</b>	To ensure continued improvements in work related vehicle safety management through the provision of targeted inspections, investigations and enforcement action, as appropriate.
<b>3. Education and training</b>	To influence the standards, learning outcomes and programme content and uptake of education and training in relation to work related vehicle risk management within further and higher education programmes.
<b>4. Guidance and intervention tools</b>	To produce guidance and implement appropriate intervention tools to assist in assessing and controlling risk associated with work related vehicle use.
<b>5. Enhanced information and intelligence</b>	To improve the quality of information and intelligence available on work related vehicle safety in the workplace and on the road to ensure effective interventions and the most appropriate use of resources.
<b>6. Awareness raising</b>	To raise awareness of work related vehicle hazards, legal obligations and the importance of risk management in preventing accidents, protecting businesses and reducing lost time at work.

A detailed table of actions associated with each of the objectives in the table above can be found in Appendix I below.

## Appendix I: Work related Vehicle Safety Programme Proposed Objectives 2016-2018

### Objective 1

**Engagement:** To engage with key stakeholders to ensure a complementary, coordinated and consistent approach to work related vehicle (WRV) risk management across all work sectors.

No.	Recommended Actions 2016-2018	Key Actions
1.1	<b>Liaise with key regulatory agencies – RSA, Gardaí, DTTAS, DBEI etc.</b> to agree how such organizations can best work together to ensure the health and safety of workers and the general public.	<p><b>Review the current memorandum</b> of understanding between the HSA and Gardaí, to include agreeing ways of working in relation to areas of mutual interest around work related vehicle safety [e.g. inclusion of protocols around work related road collision notification and investigation].</p> <p><b>Explore a possible memorandum</b> of understanding with the RSA in relation to key areas of common interest around work related road safety, work related road collision data and load securing.</p> <p><b>Consult with and respond to relevant regulatory bodies</b> on HSA initiatives, including consultation when preparing legislative proposals and guidance on subjects of common interest on work related vehicle safety to ensure a consistent and co-ordinated approach.</p> <p><b>Respond to consultations</b> arranged by other regulators facilitating a co-ordinated and consistent approach and promoting the HSA's WRVS agenda as appropriate.</p>
1.2	<b>Coordinate and facilitate the WRVS Steering Group and Consultative panel meetings</b>	<b>Hold at least 3 meetings per annum of the WRVS Consultative panel and Steering Group.</b> The panel currently includes representation from the HSA, RSA, Gardaí, Employers, Unions, Insurance, UCD CSHWW, Farm Safety Partnership, Construction Safety Partnership, Chartered Institute of Logistics and Transport, Freight Transport Association, Irish Road Haulage Association, Injuries Board and Insurance Ireland
1.3	<b>Ensure HSA completes assigned lead actions</b> and support role in the national Road Safety Strategy 2013 to 2020	<p>Continue to implement the HSA's programme in relation to lead actions and report back to <b>the Ministerial Monitoring Committee on progress as required.</b></p> <p>Work with priority stakeholders on actions where the HSA is designated as a support agency.</p>

No.	Recommended Actions 2016-2018	Key Actions
1.4	<p><b>Ensure that the HSA is effectively represented on all relevant national, EU and international committees.</b></p>	<p>Participate in EU committees relevant to WRVS topics</p> <p><b>Participate in EU health and safety groups and committees</b> including the EC Advisory Committee on Safety and Health at Work and related working parties, the Senior Labour Inspectors Committee, European Transport Safety Council, EUMOS and other relevant forums relating to the mandate of the Authority on:</p> <ul style="list-style-type: none"> <li>- Work Related Road Safety</li> <li>- Work Related Vehicle Risk Reduction</li> <li>- Work related road collisions</li> <li>- Load Securing</li> </ul> <p>Use the <b>focal point network</b> which facilitates communication between the EU agencies with responsibility for health and safety at work.</p> <p><b>Liaise with labour inspectorates in HSE UK and HSE NI</b> on work related vehicle risk management matters</p> <p><b>Work with cross-border and international bodies</b> to share learning on international best practice in the area of work related vehicle risk management.</p>

No.	Recommended Actions 2016-2018	Key Actions
1.5	<p><b>Establish formal channels of communication with key high risk sectors.</b></p>	<p><b>Hold meetings between the HSA and stakeholders</b> to get commitment to the implementation of the plan. Targeted sectors to include:</p> <ul style="list-style-type: none"> <li>• Agriculture</li> <li>• Construction</li> <li>• Transport and Storage</li> <li>• Retail and Wholesale and repair of motor vehicles</li> <li>• Manufacturing</li> <li>• Waste and Recycling</li> <li>• Public Sector</li> <li>• Healthcare</li> </ul> <p><b>Collaborate with key sector stakeholders</b> to address work related vehicle safety issues requiring attention at national level. Work with the key sectors in the development of clear criteria to ensure that risk assessment systems fully take into account the most prevalent work related vehicle safety issues.</p>
1.6	<p><b>Liaise with relevant organizations including professional organisations,</b> to share information and to brief representatives on relevant developments relating to work related vehicle safety.</p>	<p><b>Further develop networks and relationships with key professional bodies in prioritised sectors</b> and provide information and advice concerning WRVS risk management legal requirements</p> <p><b>Share information,</b> provide sector-specific information and promote work related vehicle risk management strategies</p> <p><b>Consult with relevant organisations</b> on the preparation of information and other initiatives to ensure consistency and relevance</p> <p><b>Participate in promotion activities,</b> seminars and conferences arranged by sector organisations.</p> <p><b>Seek support and recognition from professional bodies</b> for Authority programmes and guidance, e.g., Continuing Professional Development (CPD) for completion of HSA e-learning -courses.</p>

No.	Recommended Actions 2016-2018	Key Actions
1.7	<p><b>Explore ways to support employees and managers</b> in developing preventive strategies that minimize work related vehicle risks to staff, taking into account the realities of different sector needs.</p>	<ul style="list-style-type: none"> <li>• Through a range of communication forums and consultation processes, explore means by which the HSA can support employers and employees, including: The use of the web to communicate information on key health and safety issues</li> <li>• On-line courses through <a href="http://hsalearning.ie">hsalearning.ie</a></li> <li>• E-tools</li> <li>• Information sheets and guidance focused on sector-specific work related vehicle risks</li> <li>• Seminars, briefings and webinars on specific topics</li> <li>• Support Health and Safety personnel and managers through our Workplace Contact Unit where queries and requests for information are addressed.</li> </ul>

## Objective 2

**Compliance:** To ensure continued improvements in work related vehicle safety management through the provision of targeted inspections, investigations and enforcement action, as appropriate.

No.	Recommended Actions 2016-2018	Key Actions
2.1	<b>Develop and agree an evidence-led work programme of inspections for 2016 to 2018.</b>	<p><b>Agree a programme of work for inspection</b> for 2016 to 2018 on an annual basis, including a review of the compliance profile, injury profiles aimed at ensuring an appropriate balance between the needs and requirements of different sectors, and as well as taking into account agreed relationships and understandings with other regulators, especially the RSA and Gardaí.</p> <p><b>Implement an evidence-led programme of work</b> each year based on prioritised risk areas.</p> <p><b>Review available information</b> to identify priority areas for inspection. Where agreed understandings with other regulators impact on this work, they will be taken into account.</p> <p><b>Make available the high level findings from our inspection programmes.</b></p> <p><b>Prepare operational minutes and guidance for inspectors</b> to support the inspection programme and facilitate a consistent approach.</p> <p><b>Liaise with key stakeholders such as the RSA and Gardaí to align with and to facilitate a consistent approach to inspections</b> where there is a common interest.</p>
2.2	<b>Communicate key hazards and risks to be focused on during inspections</b> that take into account the full range of targeted work sectors and consider the pros and cons of developing a standards based approach to such work.	<p>Using data and information sources available and in communication with the Compliance Inspectors, agree a programme for workplace transport, driving for work and work related road safety inspections each year. This should take into account the key hazards and risks to be focused on and sectors or work types to be included.</p> <p>Communicate the focus of inspections to key stakeholders in advance of the inspection programme each year, through the Work Related Vehicle Safety Consultative panel and other sector committees.</p>

No.	Recommended Actions 2016-2018	Key Actions
2.3	<p><b>Provide sector-specific information and training to inspectors on work related vehicle safety management</b></p>	<p><b>Provide sector specific and hazard-specific information/training for Inspectors</b> in preparation for targeted inspection programmes.</p> <p><b>Hold annual update and planning meetings with inspectors</b> to agree and review our interventions in relation to WRVS.</p> <p>This will be part of an ongoing process which has been expanded with regard to Workplace Transport, Driving for Work and load securing since 2010 and will continue to feature in the work programme for 2016 to 2018</p> <p><b>Provide guidance and support</b> to inspectors in assessing compliance with legislation and best practice across targeted work sectors</p>
2.4	<p><b>Ensure access to a range of work related vehicle safety subject matter specialists</b> to provide expert back-up support to HSA inspectors and to assist them in carrying out inspections in larger more complex settings or risk areas.</p>	<p><b>Inform Inspectors by arranging briefings on sector-specific topics</b> and through our existing relationships with key stakeholders.</p> <p>Provide support to Inspectors through the Work Related Vehicle Safety Policy Unit and other HSA policy units.</p> <p><b>Liaise with other Regulators</b> to ensure a consistent approach to inspection and avoid duplication of effort.</p> <p>Explore the potential to develop a collaborative enforcement approach with specialists in other regulatory bodies.</p>

### Objective 3

**Education and training:** To influence the standards, learning outcomes and programme content and uptake of education and training in relation to work related vehicle risk management within further and higher education programmes.

No.	Recommended Actions 2016-2018	Key Actions
3.1	<b>Work with relevant educational and training organisations to promote the inclusion of work related vehicle safety learning outcomes in education programmes that feed into transport and logistics, agriculture, construction and other high risk sectors and work activities.</b>	<b>Explore opportunities to influence standards, learning outcomes and content</b> in terms of further and higher education programmes.  <b>Consult with relevant further and higher education providers</b> , including: <ul style="list-style-type: none"><li>• DIT Bolton Street</li><li>• Limerick IT</li><li>• UCC Programmes OSHW</li><li>• UCD Programmes on OSHW</li></ul> <b>Continue to influence the integration of learning outcomes</b> around work related vehicle risk management in education and training programmes associated with high risk sectors and high risk work related vehicle activities.
3.2	<b>Support the development of training programmes and awards for those with responsibilities for work related vehicle safety management in key high risk sectors.</b>	<b>Respond to requests for information and advice</b> with regard to training initiatives.  <b>Influence targeted training programmes and training award development</b> in subjects where work related vehicle risk management is relevant.

No.	Recommended Actions 2016-2018	Key Actions
		<p><b>Respond to consultation on standards</b> which will inform WRVS programmes.</p> <p>Provide information and advice and technical support as appropriate to relevant education bodies, e.g., SOLAS, QQI, DTTAS, Skillsnet, etc.</p>
3.3	<p><b>Support the development of education and training tools to support work related vehicle safety management in prioritised sectors.</b></p>	<p><b>Consult and collaborate with key sectoral stakeholders to identify learning goals and topics</b> on managing work related vehicle risks in the workplace and on the road for line managers, addressing sector-specific hazards.</p> <p><b>Work with sector and worker stakeholders to develop innovative learning resources</b> specific to work related vehicle risk management.</p>
3.4	<p><b>Work with employers in high risk sectors and with high work related vehicle risk profile</b> to ensure that line managers are trained in relation to discharging their duties in relation to work related vehicle risk management as required by the Safety, Health and Welfare at Work Act 2005 and associated regulations.</p>	<p><b>Promote employers and managers responsibilities</b> for provision of information, training and supervision and through seminars and presentations and through our published guidance and e-learning.</p> <p><b>Provide support and assistance to prioritised sectors</b> in development and implementation of <b>information, instruction and</b> training programmes.</p> <p><b>Enforce and influence compliance with the legal requirements</b> through our inspection process.</p> <p><b>Ensure that mandatory health and safety training is carried out</b> and is implemented on the job.</p>
3.5	<p><b>Work with employers to ensure that continuous training and development and follow-up support are available for staff</b>, supervisors and managers, especially those working in high-risk sectors.</p>	<p><b>Respond to requests for information and advice</b> with regard to legal requirements relating to the provision of information, training and supervision.</p> <p><b>Promote the importance of information, training and supervision through seminars and presentations</b> and through our published guidance and e-learning.</p> <p><b>Enforce and influence compliance with the legal requirements</b> relating to information, training and supervision through promotion activities and our inspection process.</p>

## Objective 4

**Guidance and intervention tools:** To produce guidance and implement appropriate intervention tools to assist in assessing and controlling risk associated with work related vehicle use.

No.	Recommended Actions 2016-2018	Key Actions
4.1	<b>Develop guidance and intervention tools focused on reducing work related vehicle injury and ill-health in priority sectors and specific work settings.</b>	<p><b>Develop and publish guidance, addressing vehicle related hazards,</b> taking account of the different sectors and workplace settings. To address key risks, such as:</p> <ul style="list-style-type: none"><li>• vehicle collisions [in the workplace and on the road]</li><li>• manual handling associated with loading and unloading of vehicles</li><li>• vehicle collections and deliveries</li><li>• vehicle related slips, trips and falls</li><li>• driver health</li><li>• driver ergonomics</li><li>• vehicle maintenance and repair</li><li>• loading and unloading of goods, and</li><li>• high risk vehicle activities common to priority sectors.</li></ul> <p><b>Consult and work with key stakeholders</b> to avail of their expertise and ensure we are addressing the needs of the sectors.</p> <p><b>Collaborate with key internal and external stakeholders</b> to ensure scientific, evidence-led approach to development of intervention resources.</p>
4.2	<b>Develop business case studies focused on reduction of work related vehicle risks in the workplace and on the road, in prioritised sectors and work settings</b>	<p><b>Invite and encourage businesses to share examples of best practice initiatives</b> through stakeholder networks in prioritised sectors[e.g., agriculture, construction and transport], focusing on:</p> <ul style="list-style-type: none"><li>• Driving for Work</li><li>• Workplace Transport Risk Management</li><li>• Loading and Unloading activities</li><li>• Load securing</li></ul>

- Working on or near the road
- Vehicle maintenance and repair.

**Publish business case studies on the HSA website and promote their use as an educational tool.**

**4.3 Produce guidance on developing and implementing work related vehicle safety management practices, targeted specifically at self-employed and SMEs**

**Develop SME guidance on particular WRV risk associated with small business, e.g., managing van fleet risks in particular business types where van collisions are most prevalent**

**Develop new BeSMART.ie risk assessments** for small businesses not already included, who have substantial WRV risks associated, for example:

- Recovery Specialists
- Construction trades
- Facilities Management
- Mini-bus operators
- Deliveries and collections
- Loading, Unloading and Load securing.

## Objective 5

**Enhanced information and intelligence:** To improve the quality of information and intelligence available on work related vehicle safety in the workplace and on the road, to ensure effective interventions and the most appropriate use of resources.

No.	Recommended Actions 2016-2018	Key Actions
5.1	Review the existing data collection systems in the HSA to identify what changes can be made to improve the quality and usefulness of the data received. Make greater use of this data, both internally and externally, to identify key risk areas and to monitor the impact of actions taken to reduce such risks.	<p><b>Review and refine our internal data collection systems to maximize the quality and usefulness of data collected,</b> particularly around fatal and serious accidents reported to the HSA.</p> <p><b>Analyse the HSA data at least annually, to inform the WRV programme,</b> including data gathered during inspections, investigations and enforcement action, incident reporting, complaints, requests for information, etc.</p> <p><b>Review a range of external data sources to inform the WRVS programme of work,</b> including data from the Central Statistics Office and information from the States Claims Agency and the Department of Social Protection, as well as data made available at EU level, such as information from EU OHSA and other EU groups on health and safety matters.</p> <p><b>Publish data on Work related vehicle accidents and incidents</b> on our website and in our annual statistics report, to inform and influence attitudes and behaviours around work related vehicle risk management</p> <p><b>Conclude research into Work Related Road Collisions</b> led by UCD and supported by HSA. Use findings to inform our interventions and approach from mid-2016 onwards.</p>
5.2	Discuss and agree with primary stakeholders and other relevant organisations how best to analyze and feedback relevant information collected relating to work related vehicle injury and ill health (e.g. on risk registers and through inspections).	<p><b>Undertake discussions initially with the RSA and Gardaí and other key WRV stakeholders</b> with a view to supporting the actions listed in 5.1.</p> <p><b>Share high level information and data on Work Related vehicle death and injury and sector performance</b> between the HSA, RSA and Gardaí.</p> <p><b>Work with the Department of Health, the Department of Social Protection and the Central Statistics Office</b> regarding data collection and sharing.</p> <p><b>Communicate key data and statistics through the HSA website</b> and stakeholder networks.</p>

No.	Recommended Actions 2016-2018	Key Actions
5.3	<p><b>Monitor trends in work related vehicle injury and death and examine the evidence base to inform the ongoing work of the HSA.</b></p>	<p>See 5.1 above</p> <p><b>Trends in work related vehicle death and injury in the workplace and on the road will be kept under continuous review</b> by considering information from accident reports, work related road collision data, WRV stakeholders, related organisations and professional bodies , both national and international.</p> <p><b>The feasibility of undertaking a formal review of trends nationally and internationally will be considered at the end of 2017.</b></p>
5.4	<p><b>Build a profile of new and emerging work related vehicle risks in high risk sectors and across worker groups.</b></p>	<p><b>Continue to review trends in work related vehicle injury and death using available information sources.</b></p> <p><b>The HSA will review data collection systems with regard to work related vehicle injuries</b> and will work with the RSA and Gardaí and other key stakeholders towards making improvements in this area.</p>

## Objective 6

**Awareness raising:** To raise awareness of work related vehicle hazards, legal obligations and the importance of risk management in preventing accidents, protecting businesses and reducing lost time at work.

No.	Recommended Actions 2016-2018	Key Actions
6.1	Promote the implementation of work related vehicle risk management practices through the inspection process and through communications with key sector stakeholders.	<p>Develop operational guidance for the inspection programme focusing on key work related vehicle risk management priority topics.</p> <p>Provide ongoing support and training to the inspectorate to enable efficient and effective inspection of work related vehicle risk management practice in targeted sectors and work activities.</p> <p>Support SMEs and the self-employed by provision of simple guidance of key vehicle risk management topics.</p>
6.2	Consider the potential for further development of new HSA intervention resources to promote work related vehicle risk management in targeted sectors such as Transport and Storage, Agriculture and Construction.	<p>Develop Irish norms for Work related Vehicle Risk Assessment and promote them in targeted sectors.</p> <p>Produce and promote guidance on specific priority topics relating to work related vehicle risk management, including:</p> <ul style="list-style-type: none"> <li>• Vehicle maintenance and repair</li> <li>• Workplace transport safety management</li> <li><input type="checkbox"/> Driving for work – Driver Health</li> <li>• Young drivers at work</li> <li>• Preventing injuries to transport and logistics workers and drivers</li> <li>• Preventing accidents during loading and unloading goods</li> <li>• Preventing delivery related accidents</li> <li>• Personal Protective Equipment for people working in transport, logistics and distribution.</li> </ul>
6.3	Promote the mandatory reporting of WRV incidents to the HSA to improve reporting rates in targeted sectors, through the inspection process and by direct communication with the sector.	Promote awareness of the legal requirements and the importance of reporting and following up on work-related injuries, ill-health and dangerous occurrences. This will be done through inspections, seminars, communications with the various agencies in the sector, and guidance documents.

No.	Recommended Actions 2016-2018	Key Actions
6.4	Monitor trends in work related vehicle ill health in priority sectors and explore the reasons behind such trends and agree actions aimed at addressing these concerns in cooperation with other stakeholders.	<p>Employ a wide range of data sources for monitoring trends in occupational ill-health including data from the RSA, Gardaí, European Agency for Safety and Health at Work - European Risk Observatory, Central Statistics Office, States Claims Agency and Department of Social Protection.</p> <p>An initiative will be undertaken to increase the number of employers reporting on work related vehicle collisions.</p>
6.5	Develop the HSA website with regard to WRVS-specific information.	<p>Continue to develop and enhance the section of the HSA website dedicated to Vehicles at Work and LoadSafe.</p> <p>Make available information on work related vehicle incident statistics, presentations, guidance documents and published e-Tools, etc.</p> <p>Review and update the website on an ongoing basis.</p>
6.6	In conjunction with other related agencies, e.g., RSA, Gardaí, priority sector employers and worker stakeholders, hold workshops and other information events on key work related vehicle risk areas.	<p>Host seminars and workshops on key work related vehicle safety topics, such as driving for work, workplace transport safety, and working on or near the road.</p> <p>Investigate the use of digital media and web technology to expand the reach of our information and intervention resources, e.g., Webinars, BlogSpot's, dedicated WRV e-newsletter, etc.</p> <p>Invite experts from other agencies to present with the HSA at these events.</p>