

# Driving for Work Risk Management

## The Legal Imperative

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# Protecting Our Workers on the Road





...and those they share it with



# My presentation

- **Legal landscape**
- **‘Reframing’ our mindset**
- **The case for action**
- **Safe Systems approach**
- **WHAT needs attention**
- **HOW to manage driving for work risks**



Employers have the power.....  
to change cluster of unsafe behaviours  
around driving for work



# Do we need to manage vehicle risk?

Do we operate vehicles for work?

Do our employees drive for work purposes?

Do employees or others drive on our premises?

Do we provide employees with personal vehicles?

Do we operate mopeds, motorcycles or bicycles?

Do we employ/contract transport services?

Executive management are **legally responsible** for insuring that appropriate **systems and controls** are in place to **manage risk** and that they are **operating effectively**.

# The Legal Imperative

89/391/EEC

[**Safety Health & Welfare at Work Act 2005**]

Employer duty of care

Employee  
duty of care

Safe  
place of  
work  
[Vehicle]

Safe  
systems  
of work

Assess and  
Control  
Risks  
[Risk  
assessment]

Policy  
Procedures

Instruction  
Information  
Training

Safe  
work  
equipment

Work  
Safely

# Harm landscape 'on the Road'

At least **1/3 of all road collisions** involve a vehicle used in a work related context

Driving for work is a **HIGH RISK** work activity

**Cars** are overrepresented in road collisions. About  $\frac{3}{4}$  of the total

Those who drive for work are **more likely** to be involved in a road collision

The next accident at work is likely to involve a vehicle

## Risk Exposure Factors

- **Driver behaviour**
- Km Driven
- Time of day
- Day of week
- Total time on the road
- Road environment
- Weather
- Vehicle Condition



**Self reported speeding: Motorists who DFW are more likely than the average motorist to admit to speeding on urban & rural roads**



Speeding 'Have you ever...'	% Yes All drivers (1,061)	% Yes DFW (151)
Exceeded <b>50km/h</b> speed limit by less than 10km	16%	28%
Exceeded <b>50km/h</b> speed limit by more than 10km	9%	21%
Exceeded <b>100km/h</b> speed limit by less than 10km	14%	29%
Exceeded <b>100km/h</b> speed limit by more than 10km	7%	16%

## Killer Behaviours: *Motorists who DFW are more at risk*



Those who DFW are more likely to admit that they:

- × Fell asleep at the wheel **18%** (11% for all drivers)
- × Driven after alcohol **18%** (11% for all drivers)
- × Always use handsfree phone when driving **30%** (12% for all drivers)
- × Admit to being a 'manipulator' **41%** (32% for all drivers)



Higher incidence of being involved in a collision **17%** vs **8%**  
Higher incidence of being involved in a near miss **43%** vs **27%**

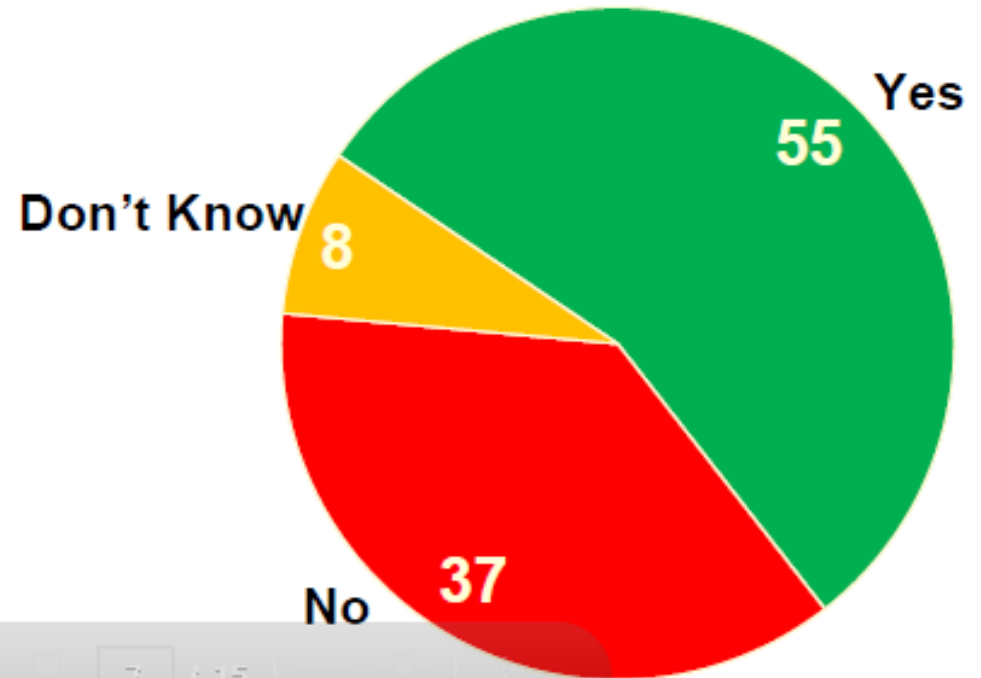
## Progress on DFW Policy Implementation



**Does Employer have Health & Safety Policy on Driving?**

(All Motorists who Drive for Work (121))

%



23% of motorists in employment "drive for work" \*

\*Based on all drivers in employment (647)

# How to build a case for action?



**THE BUSINESS  
CASE FOR  
MANAGING  
ROAD RISK AT  
WORK**

May 2014

- Legal duty
- Moral duty
- Cost analysis
- Claims analysis
- Non-financial benefits
- Competitive advantage
- Corporate and Social responsibility



# Understanding & Reducing Costs

- Recoverable
- Non-recoverable
- Hidden costs
- Vehicle costs
- Driver costs
- 3<sup>rd</sup> Party costs
- Other costs



# Claims analysis

how often they occur and % of overall costs

Claim type	% of claims	% of costs
Third party (unknown) hit client while parked	14.6	11.6
Hit fixed/temporary object	12.0	11.9
Break-in/theft	10.3	5.4
Vehicle returned damaged by user	5.8	4.6
Third party hit client in rear	4.2	5.7
Client hit third party in rear (rear-end shunt)	3.6	14.4
Third party (known) hit client while parked	3.4	3.7
Client reversed into third party	2.9	4.0
Client hit parked /stationary third party vehicle	2.5	3.9
Pulling out: third party into path of client	2.0	4.1
Pulling out: client into path of third party	1.1	4.5
Glass	20.8	3.2
Other (20+ categories)	16.8	23.0

# Vehicle Costs

Vehicle costs	Recoverable/insured
Recovery and storage	Yes/no
Repair of vehicle	Yes/no
Vehicle downtime and replacement vehicle	Yes/no
New vehicle if written off	Yes/no
Reduced resale value	Yes/no
Leased vehicle life costs if written off	Yes/no
Increased insurance excess and premiums	Yes/no

# Driver Costs

Driver costs	Recoverable/insured
Loss of expertise	Yes/no
Personal injury compensation	Yes/no
Lost productivity due to injury absence	Yes/no
Replacement driver - overtime, temporary driver	Yes/no
Medical and welfare	Yes/no
Counselling	Yes/no
Reassessment and training	Yes/no



# Third Party Costs

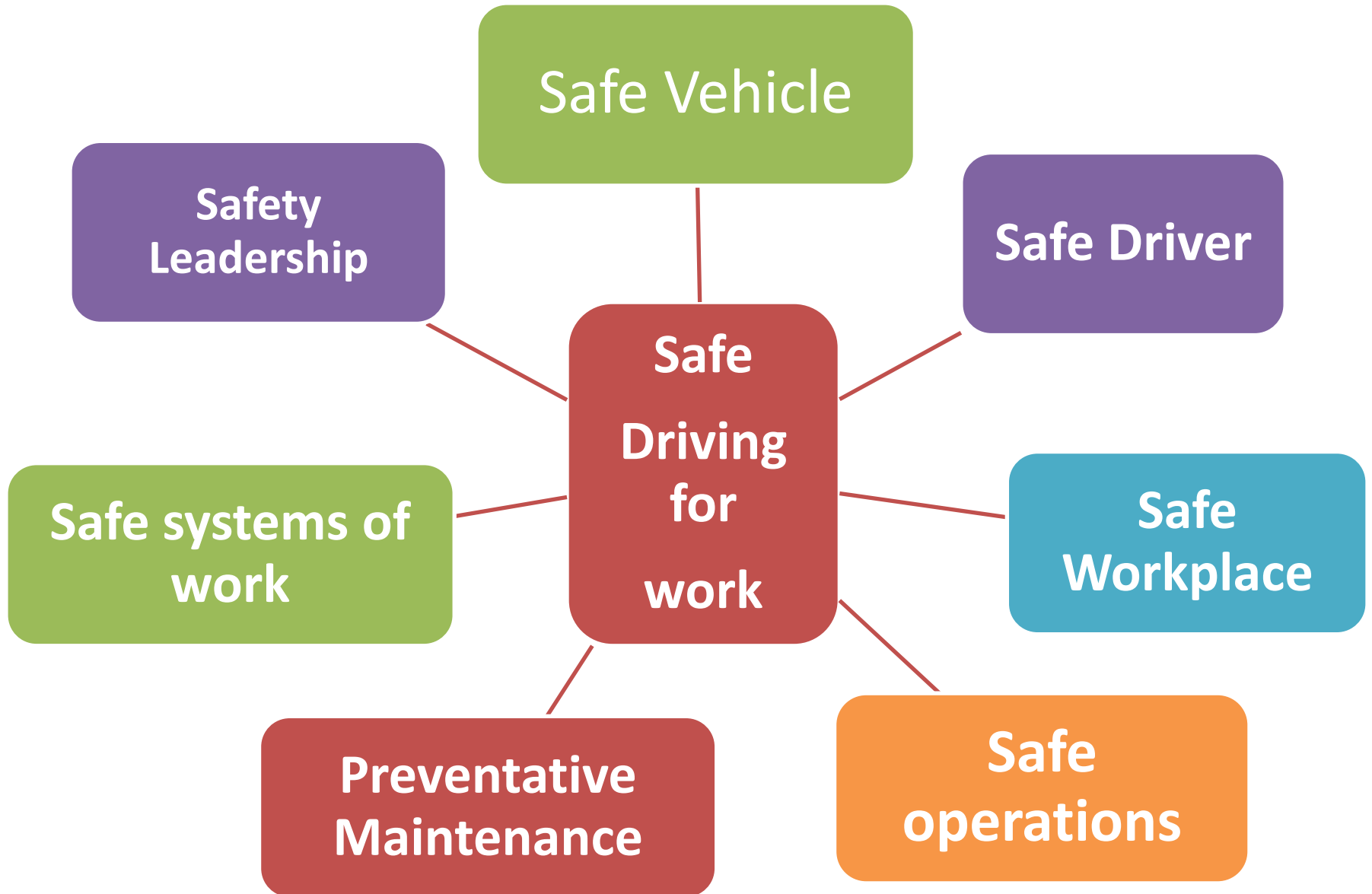
Third party costs	Recoverable/insured
Vehicle damage	Yes/no
Vehicle downtime and loss of earnings	Yes/no
Property damage	Yes/no
Personal injury compensation and rehabilitation	Yes/no
Hospital fees	Yes/no
Inconvenience	Yes/no
Disbursements including expert witnesses, police reports, post-mortem if fatality and GP notes or reports	Yes/no
Legal, court issue setting down and specialist report fees	Yes/no
Fines	Yes/no

# Other Costs

Other costs	Recoverable/insured
Redelivery	Yes/no
Missed/late delivery penalties	Yes/no
Customer service/good will/missed sales	Yes/no
Damaged/lost stock	Yes/no
Own property damage	Yes/no
Investigation time	Yes/no
Management and administration time	Yes/no
Image/reputation/PR	Yes/no
Increased congestion	Yes/no
Extra tax to cover road safety improvements	Yes/no

Murray, W. (2011) Sustaining Work-Related Road Safety in Hard Times: understanding collision costs.

# “Safe Systems Approach”



# Safe Systems approach

## Safe Journey/ Deliveries

- ✓ **Meetings without moving**
- ✓ **Public Transport options**
- ✓ **Planning**
- ✓ **Route scheduling**
- ✓ **Delivery Scheduling**
- ✓ **Client cooperation**
- ✓ **Safe delivering procedure**
- ✓ **Adequate breaks**
- ✓ **Safe stopping. Parking and reversing**
- ✓ **Care Entering and exiting premises**
- ✓ **Keeping safe and suitable distance from other vehicles and Vulnerable Road Users**
- ✓ **Warning signs for road users and pedestrians**
- ✓ **Checking load regularly**
- ✓ **No Distractions**
- ✓ **Mechanical lifting aids**



# Essential Reading

HEALTH AND SAFETY AUTHORITY

The Road Safety Handbook

The Health and Safety Authority

SAFE DRIVING

C

This is the cover of 'The Road Safety Handbook'. It features the Health and Safety Authority logo at the top. The main title is 'The Road Safety Handbook' and the subtitle is 'The Health and Safety Authority'. Below the text is a photograph of a man in a high-visibility vest talking to a motorcyclist. At the bottom, there are icons of a car, a bus, and a truck.

HEALTH AND SAFETY AUTHORITY

RSA Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

Driving for Work - Driver Health Guidelines

This is the cover of 'Driving for Work - Driver Health Guidelines'. It features the Health and Safety Authority logo and the RSA logo at the top. The main title is 'Driving for Work - Driver Health Guidelines'. Below the text is a photograph of a woman driving a car. In the foreground, there is a stethoscope on a clipboard. At the bottom, there are icons of a car, a bus, and a truck.

Driver Health Guidelines for Work

Book

RSA Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

This is the cover of 'Driver Health Guidelines for Work'. It features a stylized illustration of a road with cars and a truck. The title is 'Driver Health Guidelines for Work' and the subtitle is 'Book'. At the bottom, there is the RSA logo and the text 'Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority'.

# YOU have the power to....

Influence safer behaviours around driving for work







M1 E-01  
Droichead Otha 38  
Baile Uígin 21



Everyone Home Safe



# Thank you

[www.etsc.eu/praise](http://www.etsc.eu/praise)

[www.vehiclesatwork.ie](http://www.vehiclesatwork.ie)

[www.loadsafe.ie](http://www.loadsafe.ie)

[www.drivingforwork.ie](http://www.drivingforwork.ie)

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