

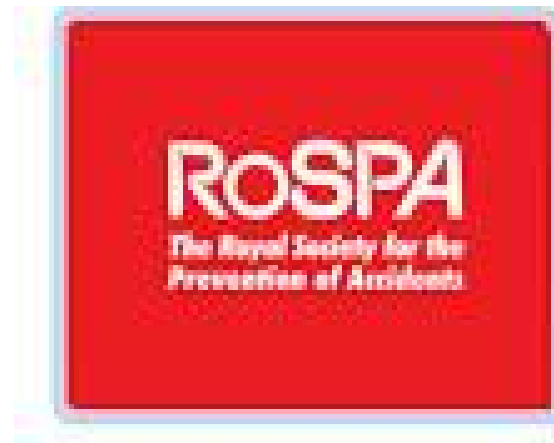
Strategic review of the management of occupational road risk

Presentation of Report findings

13th October 2014



ON BEHALF OF



Aims

After setting historic policy context, explore:

- Academic literature looking at effectiveness
- Current size and nature of the problem
- European perspective and performance to-date
- Implementation of MORR at a local level, particularly in smaller fleets
- Strengths and weaknesses in MORR approaches
- Recommended actions for successful implementation and evaluation in the future.

Objectives

- An update of the evidence on the effectiveness of WRRS approaches
- Analysis of data on casualties
- Interviews with key stakeholders in the UK and Europe (also review of documentation)
- A review of how strategies are implemented in a sample of smaller fleets
- Identify gaps
- A stakeholder event to develop an action plan
- Develop recommendations

Literature review update

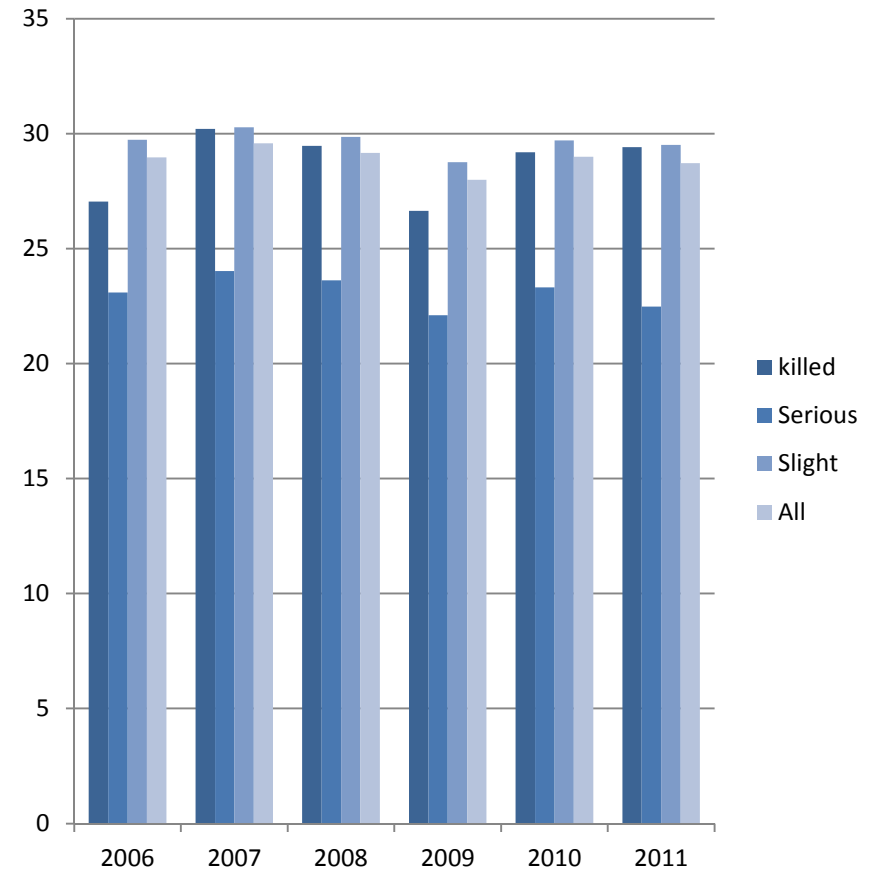
Literature review update

- Increased research into work-related road risk and known risk factors
- Continued advocacy of theory over data
- Still no strong evidence for any specific interventions
- Self-report data are still prevalent (which is ok for research purposes) but for evaluation of impact, boxes in vehicles offer a far better prospect than do ticks in boxes

Analysis of data

How many casualties are there in work related accidents?

- Health and Safety Executive (HSE) estimated 30% of road deaths involve someone at work (1999 data)
- Work-related Road Safety Task Group (WRSTG) estimated 25% road accidents involve someone at work (c2000)
- Chart shows STATS19 percentage involving driver/rider driving for work



Changes in business miles

Company cars

2.3 m registered with average business miles 19,760/year

Changes in taxation since 2002/03 led to large reduction as switched to driving own car on company business. 85% now registered to fleets (>25 vehicles).



Grey fleet

Privately owned cars driven on company business.

Estimated 4 million with average business miles 8,130/year



Vans and heavy good vehicles

Light vans <3.5t

3.28m registered in 2012 –
9.5% all registered vehicles



HGV >3.5t

5.1m registered in 2007
steep fall to 4.6m in 2012
now heavier - 27.4t
compared with 22.4t in
2001

Large increase possibly
due to internet shopping,
home based deliveries
and self employed trades



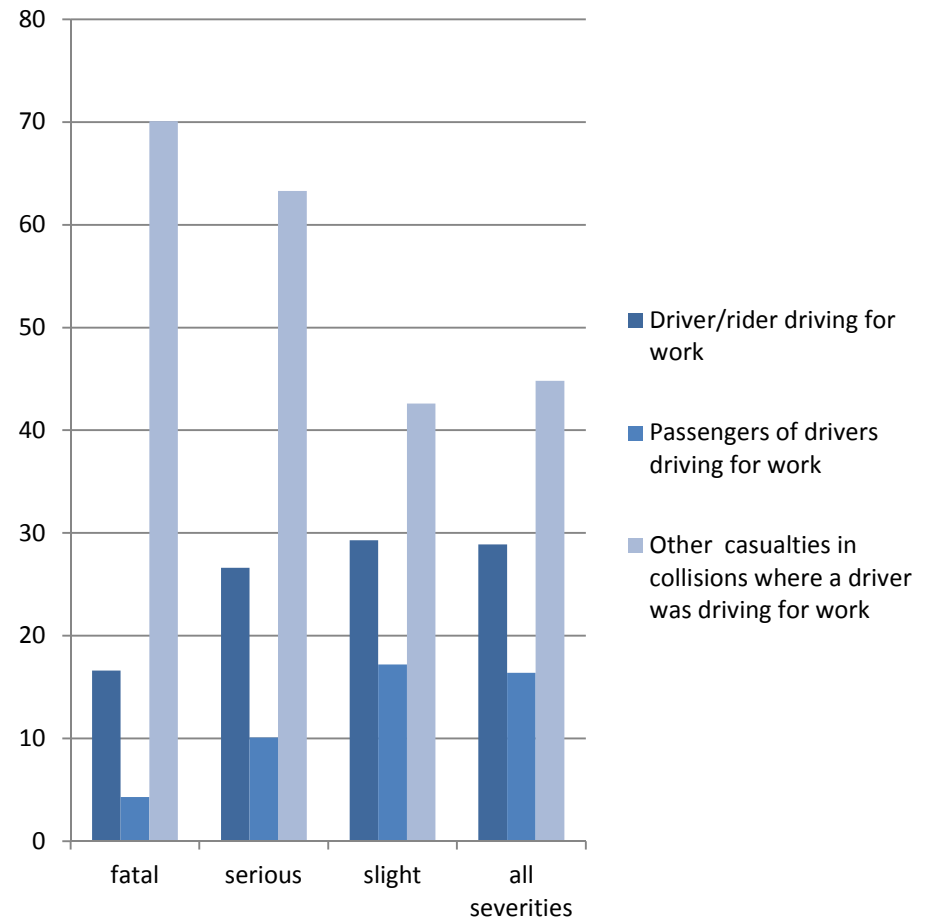
Reduction possibly due to
downturn in construction
and retail

Why does this matter

- The change in fleet composition and miles driven may have had an effect on distribution of casualties and severity of injury since earlier estimates
- In 1999 TRL estimated company car drivers largest group of working drivers but had increased crash likelihood of between 30 and 50% over private motorists.
- Now many fewer company car drivers and many more van drivers.

Who is injured in work related accidents?

- It is not just the at-work driver or their passenger who is injured
- It is mostly other casualties either in other vehicles or vulnerable road users



Interviews with strategic stakeholders

Views of strategic stakeholders

- Explored opportunities and barriers to reducing occupational road risks, and their perception of strategic gaps
 - Interviews with representatives from:
 - ETSC (European Transport Safety Council)
 - EU OSHA (European Agency for Safety and Health at Work)
 - HSE (Health and Safety Executive)
 - Roadsafe
 - Police
 - Danish Road Safety Council

Findings

- Large translational gap
- Opportunity could be a Road Safety Performance Index on work related road safety as a policy instrument to help EU Member States improve road safety
- Cross border issues: awareness of different speed limits on local roads across Europe; need to provide adequate rest areas
- Economic climate: creating unreasonable demands on drivers
- Tachographs: can be abused by the unscrupulous

Findings continued...

- Telematics: may help with the administrative burden
- Data: difficult to understand the size and nature of the problem; other sources: Insurance data/ national Roads Policing Intelligence Forum to identify emerging trends
- Political leadership: Lack of cross departmental leadership from the DfT; Other EU countries are identifying occupational road risk as a key issue and consolidating their approach across sectors
- HSE does not include within RIDDOR occupational road casualties as a reportable injury at work – hide behind inclusion in police reported STATS19

Findings continued...

- UK insurance market: European governments actively engage with insurance companies in awareness raising programmes to reduce occupational road risk
- Procurement: commissioners play a more proactive role make sure suppliers throughout the supply chain sign up to MORR
- Licensing and training of drivers: licensing authorities (DSA) and driving schools could take a more proactive role on driving for work

Small fleets

Interviews with small businesses

- Snapshot of what is happening 'on the ground'
- In-depth interviews with 21 companies
 - Perception of the issue
 - Awareness of advice/guidance
 - Actions taken/current practice
 - Perceived control over risk factors
 - Attitudes to future initiatives

| Sector | Participant role | No. of employees | Total fleet size |
|---|--------------------------------------|--------------------------|-----------------------|
| Transportation/communications/ electric/gas/sanitary service | Logistics Manager | 1,100 | 400 |
| Healthcare equipment/services supplier | Regional Operations Manager | 450 (over 13 sites) | 130 (<20 per site) |
| Local authority | General Manager & Team Leader | >20,000 | 150 |
| Construction | Transport Manager | 230 | 106 |
| Healthcare/NHS | Fleet Manager | 10,000 | 65 |
| Water and sewage works | Chairman | 70 | 64 |
| Transport/courier | Managing Director | 49 | 53 |
| Public sector | H&S Advisor | 735 | 20 |
| Transport research/consultancy | Safety, Health & Environment Manager | 350 | 20 |
| Transport | Managing Director | 50 | 15 |
| Charity (residential/nursing homes) | Finance/admin Manager | 243 | 15 |
| Retail | Retail Director | 78 | 14 |
| Funeral services | Partner | 11 | 13 |
| Building and distribution | Branch Manager | 37 (at site in question) | 12 |
| Charity (on behalf of central gvmt) | Fleet Consultant | 200 | 12 (excl. grey fleet) |
| Publishing | Office Manager | 57 | 12 |
| Entertainment lighting | Transport Manager | 160 (+freelance) | 11 |
| Funeral services | Director | 6 | 8 |
| Commercial cleaning | Business Development Manager | <20 | 7 |
| Marketing services | Managing Director | 50 | 1 |
| Fleet management | Fleet Manager | not provided | 1-15 |

Responses

Perception of the road safety issue

- Generally reported as being important
- Not always seen as a priority or as a great concern

Awareness of advice/guidance

- Low levels of knowledge/use (see separate graph)

Actions taken/current practice

- Driving licence checks, driving-related risk assessments, driver policies/procedures seen as effective means of reducing risk

Perceived control

- Low perceived control over time of day of driving
- Medium perceived control over driving under pressure

Attitudes to future initiatives

- Telematics – ‘big brother’ and cost concerns
- Mixed view of the role of insurance companies

| | Participant | | | | | | | | | | | | | | | | | | | | |
|----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| PRAISE | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of |
| ISO39001 | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of |
| DfBB | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of |
| FORS | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of |
| IAM | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of |
| INDG382 | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of |
| MORR | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of | Not heard of |

Not heard of
 Heard of but not used
 Heard of and used

Gaps

Gaps

- Lack of ownership
- Lack of penetration at local level
- How can commissioning ensure delivery throughout the supply chain
- Lack of harmonised data across Europe
- Lack of evaluation

Gaps

- The need to raise awareness
- Partnerships – who needs to work together, what data and approached should be shared?
- What role does driver professionalization play, should it start at licensing level?
- How can we create consistent guidance?

Recomendations

Recommendations – a better understanding of the problem

- A better understanding of the problem – changing nature of the vehicle parc and the types of people driving for work - is there excess risk?
- How accurate is the journey purpose
- EU directive -to report transport injuries at work
- Only data used by HSE is the Labour Force Survey – what about enhanced RIDDOR

I ♥
Data

Recommendations – policy and advocacy

- DfT convene new working group to enhance data – multiple data sets
- Periodic review of serious and fatal
- HSC/E – change policy so employers report to RIDDOR injure themselves or others
- Indicator for driving for work – national road strategy
- Stronger regulation and fines where insufficient management of risk
- ETSC adopt a performance indicator – work towards a harmonised indicator



Recommendations – raising awareness and embedding good practice

- DfT – DVSA – businesses develop module – driving for work targeting known risk factors
- National “Think!” campaign - co fund with business/ insurance companies
- Revive the occupational alliance
- DfT develop a code of practice for managing risk
- Enforcement – police work with companies to manage risk (revenue from speed awareness course)



Driver & Vehicle
Standards
Agency



Recommendations – monitoring and evaluation

- Insurance based telematics - improve access and analysis of data on behalf individuals and smaller fleets



The Cobis Telematics solution in the vehicle (1), obtains vehicle trip data and also GPS position (2), which are transmitted via GSM/GPRS/3G (3), to the server at the Cobis Service Centre (4), from where they are made available to the customer via phone or internet (5).

- Research/business/insurers to develop evaluation methods and to enhance our understanding of what works for who and under what circumstances

