

Inspector Kieran O'Connor

Roads Policing and Major Event Management

Presentation

- **Collisions 2017**
- **Causation Factors and Enforcement**
 - **Speed**
 - **Driving while Intoxicated**
 - **No Seat Belt**
 - **Mobile Phones**
- **Other Areas of Enforcement**
- **Roads Policing**



Fatal Collisions 2017

- Fatal collisions: **142 -33**
- Killed: **157 -30**
- Drivers - 42%
- Passengers - 16.5%
- Pedestrians - 20%
- Motorcyclists - 12%
- Cyclists - 9%
- Pillion passenger - 0.5%



Causation Factors

- Speed
- Driving While Intoxicated
- No seat belt
- Distracted driving



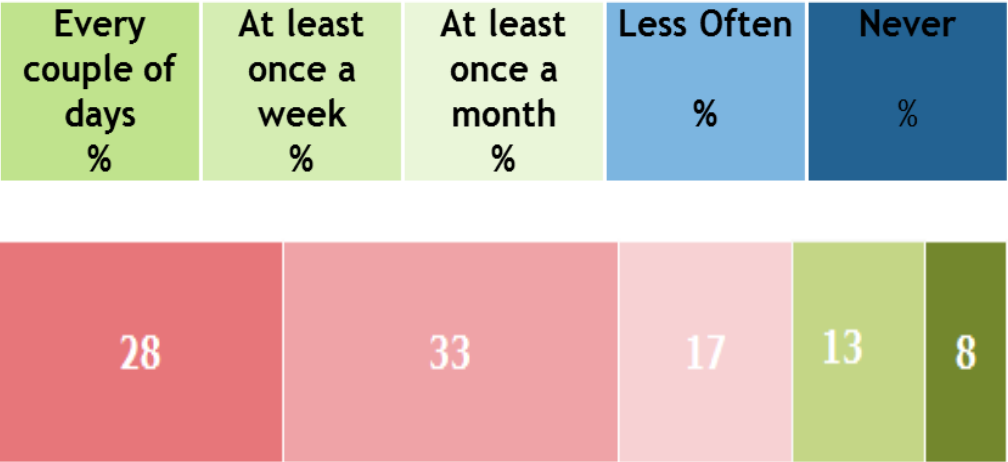
Speed

Fatal Collision 2008 - 2012

- 867 Collisions analysed
- 274 (32%) cited as having excessive speed as contributory factor
- 19% excessive speed sole contributory factor

Behavioural & Attitudes Survey

Driving over the speed limit, or inappropriate speed for a given situation



Weekly +		
2018	2017	2015
%	%	%
61	78	75

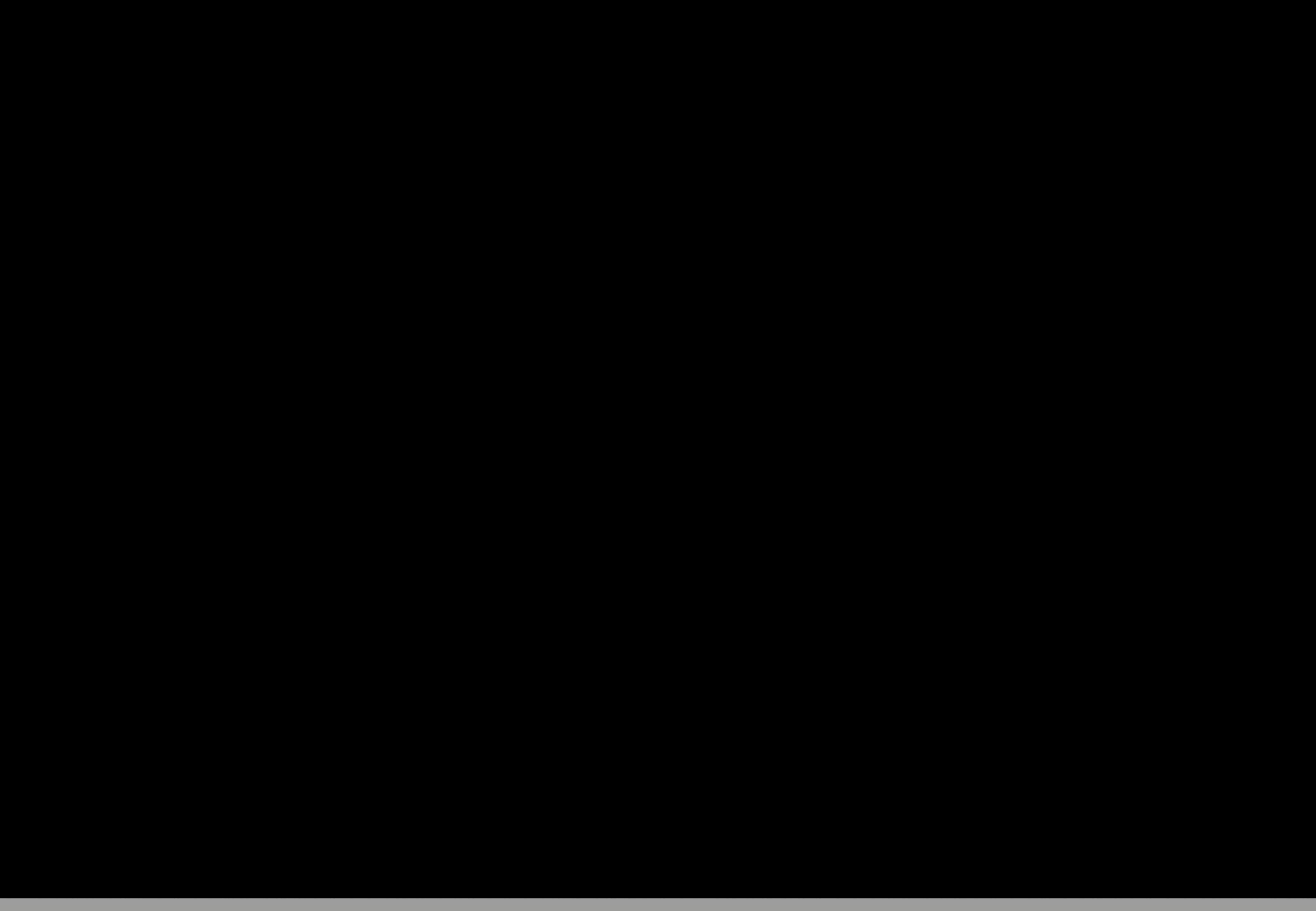
Garda Enforcement

	2018 YTD	2017	2016	2015
Speed - Intercept	40,551	75,036	83,328	102,359
Speed - Non-Intercept	56,172	72,838	88,389	115,572
Speed Total	106,723	147,874	171,717	217,931

Safety Cameras

- Analysis of collision data
- Identification of collision clusters
- One suitable enforcement location within the zone
- Notified to the public - www.garda.ie
- Prioritisation on enforcement based on –
 - Collisions
 - Compliance

Year	Fatal collisions	In Zone	In Zone (%)
2005	360	118	33%
2006	321	98	31%
2007	309	95	31%
2008	254	70	28%
2009	220	58	26%
2010	185	33	18%
2011	172	31	18%
2012	152	26	17%
2013	181	31	17%
2014	181	28	16%
2015	156	21	14%





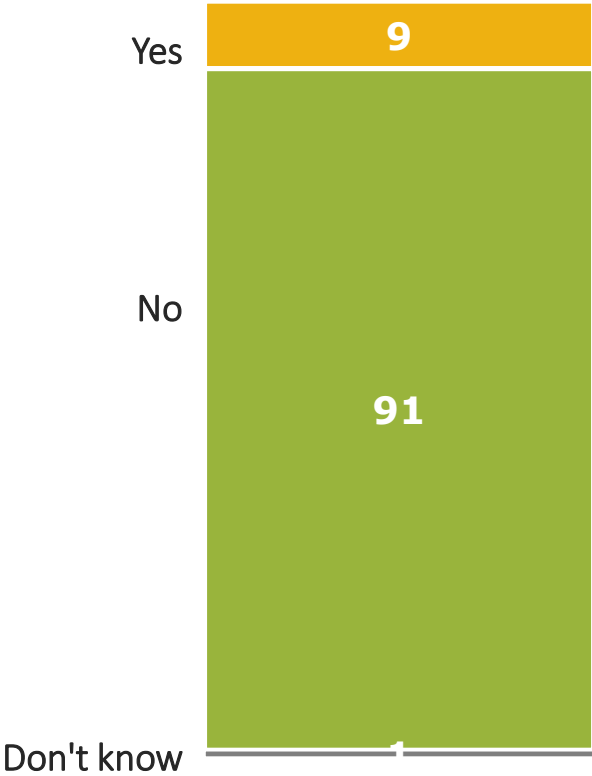
Driving While Intoxicated

Fatal Collision 2008 - 2012

- 867 Collisions analysed
- 330 (38%) cited as having alcohol as contributory factor
- 174 drivers over legal limit at time of collision

Behavioural & Attitudes Survey

Driven a Motor Vehicle After Consuming Any Alcohol (Past 12 Months)



Last Occasion – how much drank		
	2018 %	2017 %
Less than 1 drink	36	(22)
1 drink	30	(38)
2 drinks	23	(22)
3+ drinks	9	(13)
Don't know	3	(5)
Average	1.3	(1.5)

Garda Enforcement

	2018 YTD	2017	2016	2015
Driving While Intoxicated arrests	6,562	7,772	7,248	6,718

Garda Enforcement





24 Oct 2010
00:23:27

TD 050 kph
Clearstone

No Seat Belt

Fatal Collision 2008 - 2012

- 867 Collisions analysed
- 196 Drivers not wearing seatbelt at time of collision
- 111 had consumed alcohol at time of collision (96 Killed)
- 174 Passengers not wearing seatbelt at time of collision
- 87 had consumed alcohol at time of collision (44 Killed)

Observational Study 2017

- 94% of all adults were wearing seatbelts (91% in 2016)
- Rear occupants showed the worst seatbelt compliance at 83%(74% in 2016)
- Front passenger and drivers seat belt compliance was 96% (93% for drivers and 94% for front seat passenger in 2016)
- Overall 93% of children were observed wearing seatbelts (88% in 2016)

Garda Enforcement

	2018 YTD	2017	2016	2015
No Seat Belt	8,329	11,034	9,816	10,841



Distracted Driving

Mobile Phones

- Mobile Phone makes you **four times more likely to crash**
- Driver distraction plays a role in 20-30% of all road collisions
- 33% of drivers say that they talk on a hands free phone when driving 'at least sometimes'
- 15% say they talk on a hand-held phone when driving 'at least sometimes'
- Novice drivers are more vulnerable to poor driver performance when exposed to in-vehicle distraction vs. experienced driver

- 2,781 drivers observed
- 124 (4.5%) were observed using their mobile phone (6% in 2016)
- 3.2% of drivers had the phone to their ear (2.6% in 2016)
- 1.3% of drivers had the phone in their hand (3.5 in 2016)

Behavioural & Attitudes Survey

Every couple of days %	At least once a week %	At least once a month %	Less Often %	Never %
---------------------------	---------------------------	----------------------------	-----------------	------------

Another **driver using a hand-held mobile phone** while driving



Weekly +		
2018	2017	2015
%	%	%
66	78	80

Garda Enforcement

	2018 YTD	2017	2016	2015
Mobile Phone	21,859	28,400	28,121	28,775



Other Areas of Enforcement

Other Areas of Enforcement

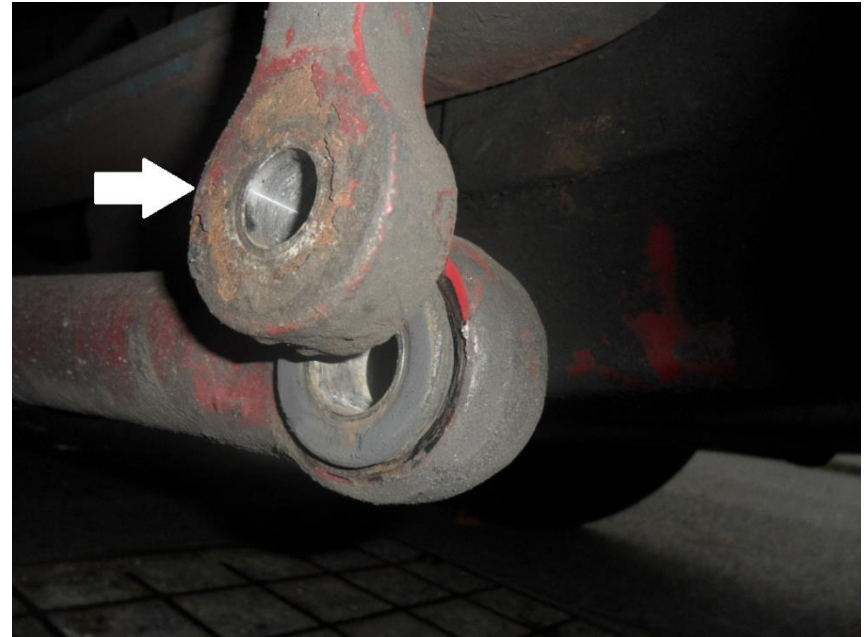
	2018 YTD	2017	2016	2015
Road Transport	1,346	2,605	3,999	3,980
Dangerous Driving	3,941	5,937	5,868	5,242
Vehicles Detained	23,289	33,931	29,299	23,044

Vehicle Defects

Suspension defect



Bolt missing



Vehicle Defects

Tyres!



Vehicle Defects

Defect caused this!



Load Securing

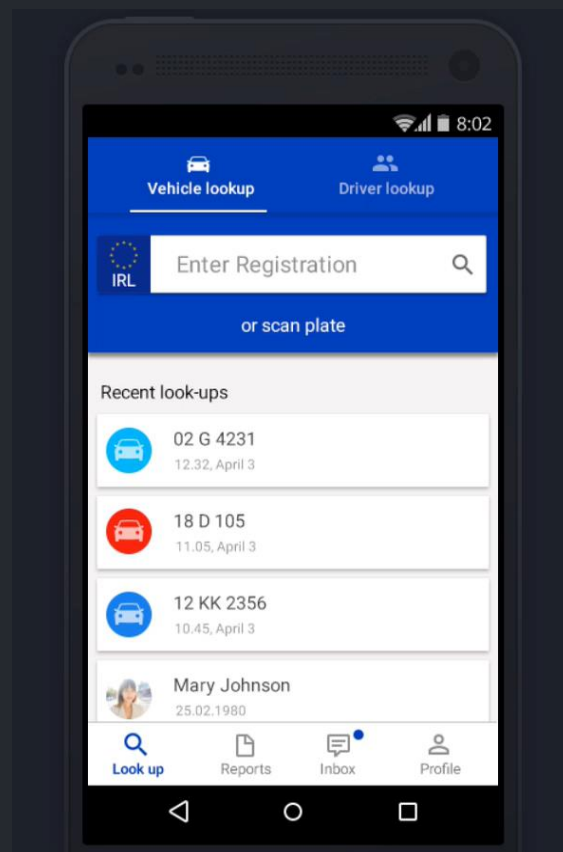


Roads Policing

Roads Policing

- Traffic Corps have become Roads Policing Units
- Personnel being increased
- 150 new members this year
- Further increases in personnel in 2019 and each year for the next 3 years
- High Visibility Roads Safety and Enforcement Operations
- Focus on 'Lifesaver' Offences - drink and drug driving; speeding; use of mobile phones; and use of seat belts
- Use technology advances to deny criminals the use of our roads for criminal activity

The Future in Action



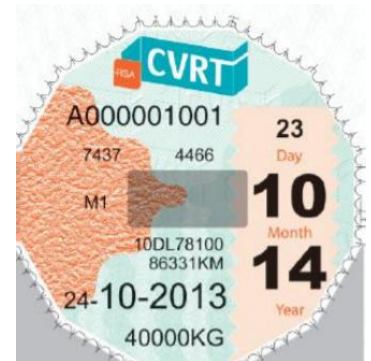
Thank You

Kathleen Callanan

Head of Enforcement Road Safety Authority

Vehicle maintenance and roadworthiness

- All commercial vehicles must be kept in a safe condition and have a valid Certificate of roadworthiness (CRW)
 - Vehicles with more than 8 seats
 - Goods vehicles (N1, N2 and N3)
 - Goods trailers (O3, O4)
 - Ambulances (special purpose M)
 - Tractors (speed > 40 km/h)



Vans & Jeeps



Trucks & Trailers



Buses & Ambulances

- All commercial vehicles owners must
 - Have in place systems for regular inspection and maintenance of vehicles
 - Pre-planned preventative maintenance checks
 - Daily walk around checks
 - Train drivers to conduct walk around checks
 - Record and report any defects detected
 - Repair and inspect any vehicles with defects before it goes back on the road
 - Regularly check to ensure system is suitable
 - Keep records of maintenance system for 2 years
- Heavy commercial vehicle operators must make an annual self-declaration to the RSA

Vehicle maintenance and roadworthiness



Tástáil Ródacmhainneachta um Fheithiclí Tráchtála
Commercial Vehicle Roadworthiness Testing

Gaeilge | Find a Test Centre

Log In / Register

Search



Test Bookings

About CVRT

Your CRW


Operator & Driver Obligations

Driver and Operator Maintenance

Are you up-to-date with the latest requirements?



Vehicle maintenance and roadworthiness



Tástáil Ródacmhainneachta um Fheithiclí Tráchtála
Commercial Vehicle Roadworthiness Testing

English | Gaeilge

Log in or Register

Existing User Login

Username

Password

▶ Log in

▶ [Forgotten Password?](#)

▶ [Forgotten Username?](#)

Not Registered?

Register for a CVRT Online Account in order to:

- Book HCV, ADR and LCV tests
- Submit your Operator Self-Declaration
- View your vehicle information (including reports)
- Receive alerts or reminders about your vehicles

▶ Register now

Looking for LCV test booking?

▶ [Book LCV test](#)


▶ [Help](#)

Do you operate a Heavy Commercial Vehicle?


You are **required by law** to make an **online** Self-Declaration to the RSA **every year** in relation to your HCVs, Goods trailers, Buses and Ambulances.


[Download Demonstration Guide to Registration and Self Declaration \(PDF\)](#)

No Longer Trading/Operating HCV's? - Notify us by logging into your CVRT Online Account.



HEALTH AND SAFETY
AUTHORITY





SAFER ROADS.
ONLY YOU CAN GET US THERE.

Vehicle maintenance and roadworthiness



Tástáil Ródacmhainneachta um Fheithiclí Tráchtála
Commercial Vehicle Roadworthiness Testing

CRW Checker - Please enter the details of the commercial vehicle that you wish to check

Enter the registration of the vehicle:

All fields are mandatory unless otherwise indicated

Vehicle Registration number

Captcha



I'm not a robot



reCAPTCHA
[Privacy](#) - [Terms](#)

▶ Continue

Cancel



RSA WALLPLANNER 2019

COMMERCIAL VEHICLE OPERATORS



Check all dates/times against the official RSA website
Commercial Vehicle Roadworthiness Testing

JANUARY DATA Check driver driving licence category

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Mo																															
Tu																															
We																															
Th																															
Fr																															
Sa																															
Su																															

FEBRUARY DATA Check driving licence category

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
Mo																													
Tu																													
We																													
Th																													
Fr																													
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MARCH DATA Check driver driving licence category

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
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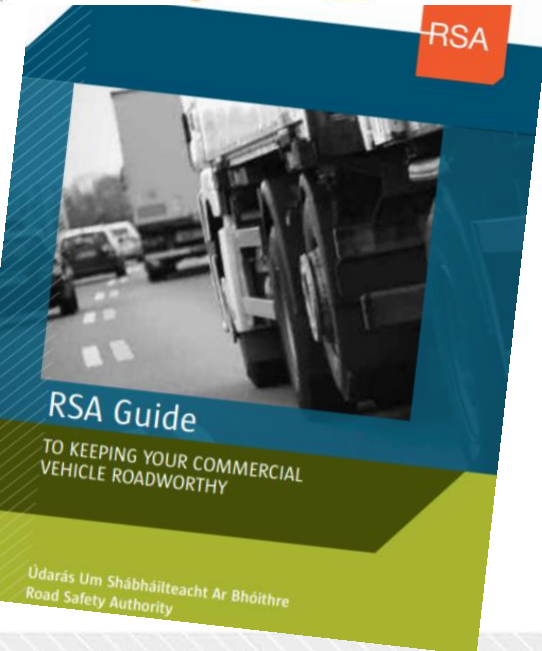
APRIL DATA Check driver driving licence category

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Mo																														

Van & LGV Driver Walkaround Checks



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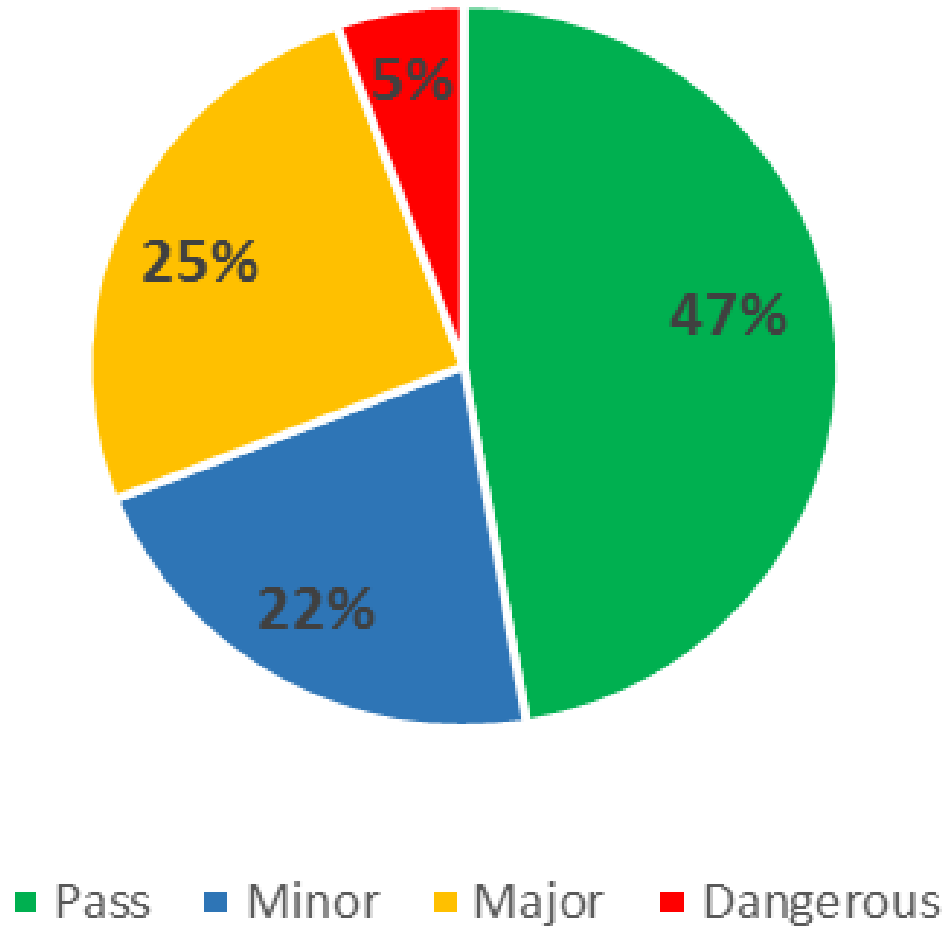


Objective of the Regulations

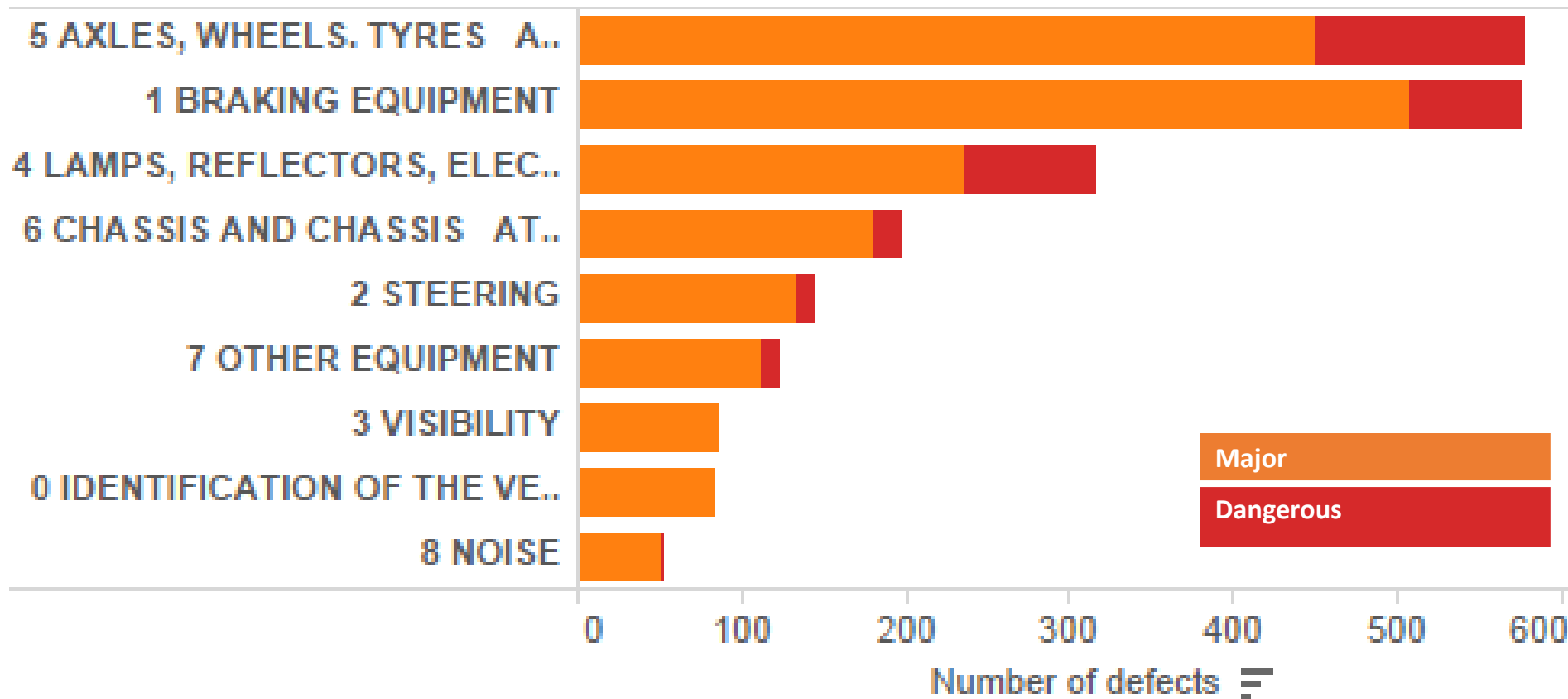
- Road safety
- Fair Competition
- Improved working conditions for drivers



Roadside Findings



DEFECTS



Loose Wheels / Studs



Corroded Chassis Rail



Broken Brake Chamber



Brake Chamber Broken. Brake inoperative

Bald Tyre



Common Issues Detected



- Vehicle order to be repaired on site
 - Vehicle taken off road
 - Take vehicle to testing centre for further investigation
 - Arrest for dangerous driving by Garda Síochána
 - FCPN / Prosecution
-
- **Worst Case Scenario**




Front Page Test

RTE News Sport Entertainment Business Lifestyle Culture Player TV Radio More

News > Regional | Connacht Dublin Leinster Munster Ulster

Man arrested for dangerous driving after cross-border operation

Updated / Friday, 16 Mar 2018 17:11



27/03/2018

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Motoring News On the Road

You are in: > LEINSTERLEADER > MOTORING > MOTORING NEWS

Lorry veers on road after driver failed to take rest period, Kildare Court hears

SECOND CONVICTION FOR HGV DRIVER

by **By Leinster Leader Reporter** 20 Apr 2017
Email: editor@leinsterleader.ie

share 0 comments

Gardai and Road Safety Authority target mechanical faults

Gardai say that a number of defects were detected in cars



By Cormac O'Shea
07:21, 27 SEP 2017



Garda checkpoints in Co. Clare



Two Irish bus companies hit with significant fines following tachograph violations

How truckers are dicing with death by tricking with tachographs

* Our Road Safety Authority expert reveals how unscrupulous operators are putting lives at risk



While the majority of professional drivers are not breaking the law, we are detecting more tachograph fraud during roadside checkpoints we run with the gardai.





Further Info

www.drivingforwork.ie

Driving For Work

Information And Resources




Helping you to Reduce Risk,
Protect your Business and Save Money.



QUICK LINKS

- ▶ Home
- ▶ Employer Resources
- ▶ Driver Management
- ▶ Vehicle Management
- ▶ Learn More
- ▶ Case Studies
- ▶ Events & Seminars
- ▶ Contact Us

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www.cvrt.ie

General Queries: email cvrtadmin@rsa.ie

Feedback in confidence: cvrtconfidential@rsa.ie

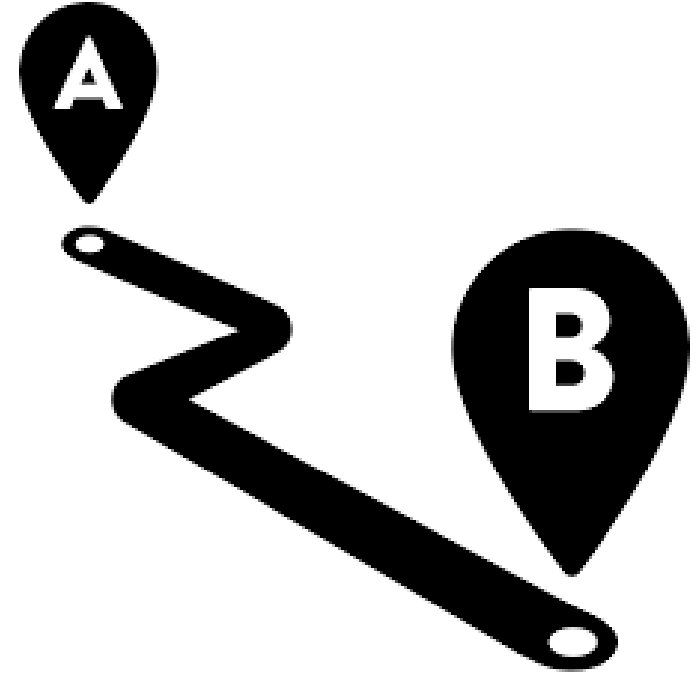
Deirdre Sinnott McFeat

Work Related Vehicle Safety Program
Health and Safety Authority

<https://www.linkedin.com/in/deirdre-sinnott-mcfeat-0b70b419/>



Journey Management



Journey + Operations

Journey Management

Employer Legal Duty

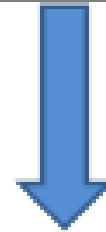
To manage the RISKS which employees face and create for themselves and others, while on the road, **DRIVING or WORKING**, as part of their job, within the framework which they already should have in place, for managing all other aspects of safety, health and welfare at work”



Safe Systems Approach

Occupational Health & Safety Legislation
Road Safety Legislation
Road Traffic Act and Regulations
Standards

Employees



Employers

Safe
Vehicles

Safe, suitable and fit
for purpose for every
journey every day

Safe
Drivers

Managing &
Monitoring Driver
Behaviour

Safe
Operations

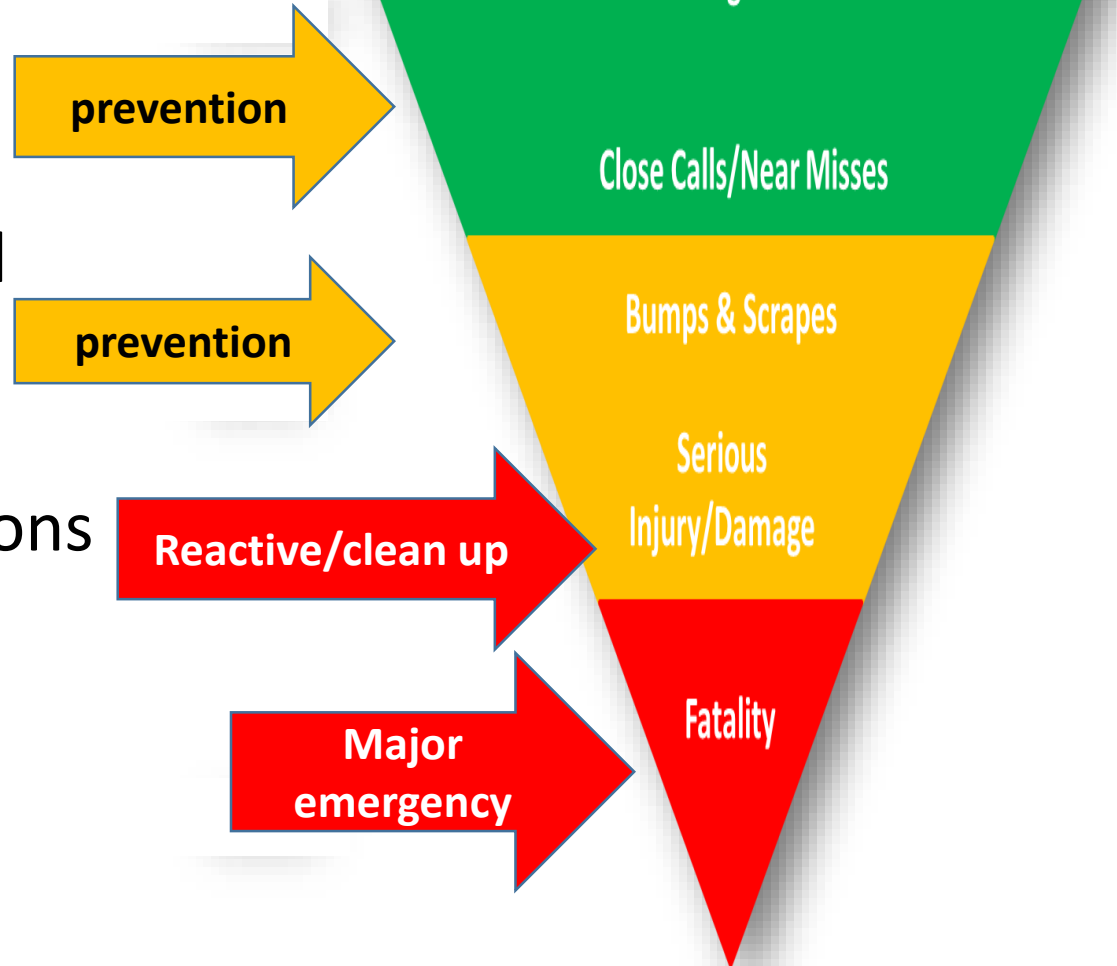
Reversing
Parking
Loading/unloading

Safe
Journeys

Optimising
interactions with
other road users

Journey management

- We know the **root cause of collisions**
- The earlier they are spotted and acted upon
- The greater the chance of preventing avoidable collisions and incidents on the road
- **Know the signs**
- Monitor for **signs of unsafe behaviour & practices**



Journey Risk Management

Vehicle

Safety specifications in procurement
Active safety features
Passive safety features

Roadworthiness

Preventative maintenance program
Vehicle pre-use walk around checks
Vehicle repair program
Detailed **vehicle records**
Safe Retrofits
Conspicuity
Warning lights
Lighting and guarding of vehicle and attachments
Fall prevention measures

Driver

Selection
Vetting
Induction
Authorisation
Training

Driving for work procedures

Fit to drive on a daily basis

Safe driving behaviour

Appropriate speeds for road and weather conditions

No Intoxicants [drugs and alcohol]

Prevent Fatigue

No Distractions

Use Safety equipment

Collision/incident /near miss reporting

Monitoring

Journey

Planning
Route scheduling
Drive Safely and comply with laws
Adequate breaks
Safe stopping. Parking and reversing
Care entering and exiting premises
Keeping safe and suitable distance from other vehicles and VRU's
Warning signs for road users and pedestrians
Collisions and emergencies
Driving in different weather conditions

Operations

Deliveries
Stopping
Parking
Reversing
Slow speed manouvres
Load securing
Vehicle repairs
Unloading

Journey Management

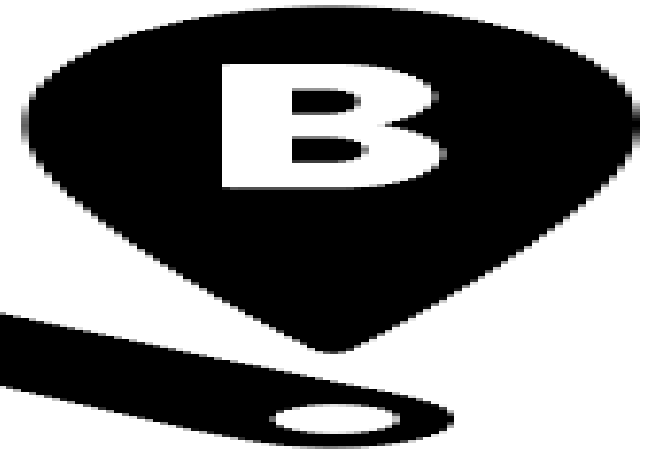
Necessary journeys



- ? Pre-checks
- ? Planning
- ? Routes
- ? Distances

- ? Driver fit to drive
- ? Driver health
- ? Driver welfare

- ? Breakdowns
- ? Emergencies
- ? Contingencies



- ? Day
- ? Night
- ? Time of day
- ? Weather conditions

- ? Work schedules
- ? Enough Time
- ? Scheduled breaks

http://drivingforwork.ie/wp-content/uploads/2017/10/Driving_for_Work_Checklist-forms.pdf

Top Tips

- Schedule your journey carefully to avoid night driving and those times of day when falling asleep is most likely (2am – 6am)
- Take into account road hazards and weather conditions
 - Adhere to the legal restrictions on driving times and distances
- Plan when and where to take rests
- Allow for unexpected delays
- Take plenty of drinks with you so that you stay hydrated
- Know what to do in case of an emergency

Fatigue is one of the most obvious consequences of poor journey planning and is a major contributing factor in road traffic incidents. A good Journey Management Plan will take into account all the factors that will minimise your chances of feeling sleepy whilst driving. Check out our [hints and tips on fatigue](#).

Simple steps to safety

- Consider each element of your journey before you set off:
- Define your route
- Make sure you can stay in communication
- Plan your rest periods and locations
- Think about the timing of your journey and how busy roads will be
- Identify black spots/route hazardous spots
- Consider the route options – different types of roads
- Check the road and weather conditions
- Identify high risk locations such as schools
- Personal welfare – keep hydrated with non-caffeine drinks
- Time your journey and allow extra time to account of unexpected delays



www.shell.com/business-customers/shell-fuel-cards/health-security-safety-and-the-environment/journey-management-planning.html

Journey Risk Assessment

Risk Assessment

What can go wrong?
Who can be harmed?
How?
How badly?
How likely?
Business impact?



ID Control Measures

Appropriate
Proportionate
Reasonably practicable



Implement

Standard operating procedures
Ground Rules
Expected behaviours

Focus on:

- Generic common risks
- **Company specific**
Vehicle, route and operations risks



In Vehicle technology to mitigate collision risk & severity

- Passive and active safety systems
- Crash Avoidance Systems
 - **Intelligent Speed Assistance**
[\[https://etsc.eu/projects/isafer/\]](https://etsc.eu/projects/isafer/)
<https://youtu.be/SoZLrZTnUGs>
 - Adaptive cruise control
 - Autonomous Emergency Braking (AEB)
 - Lane Departure warning
 - Autonomous Emergency Braking (AEB)
- Telematics
- Vehicle technology
 - In Vehicle Cameras [360 °]
 - VRU/Cyclist warnings



ETSC European Transport Safety Council
@ETSC_EU

Follow

All new London buses will be fitted with Intelligent Speed Assistance (ISA) to help drivers stay within the posted speed limit. Find out more in this factsheet:
etsc.eu/case-study-int ... #iSafer



<https://etsc.eu/projects/isafer/>

Vehicle design & technology to mitigate collision risk & severity

In vehicle technology that makes a life saving contribution to work related road safety and cuts costs associated with collisions

- Vehicle design and construction
- Vehicle specification
- Vehicle procurement
- EuroNCAP rating

<https://etsc.eu/infographic-using-safety-technology/>



<https://etsc.eu/projects/isafer/>

Journeys and speed

Drivers are responsible for the speeds at which they choose to drive.

There are some simple and practical things drivers who find it difficult to stay within speed limits can do to help themselves

Individual measures

3 simple driver habits

1. Take a bit of **SPEED** out 
2. Put a bit of **SPACE** in 
3. Ditch the **DISTRACTIONS** 

Support Project Pedigree



www.safetysp.ie/safedriving/pedigree

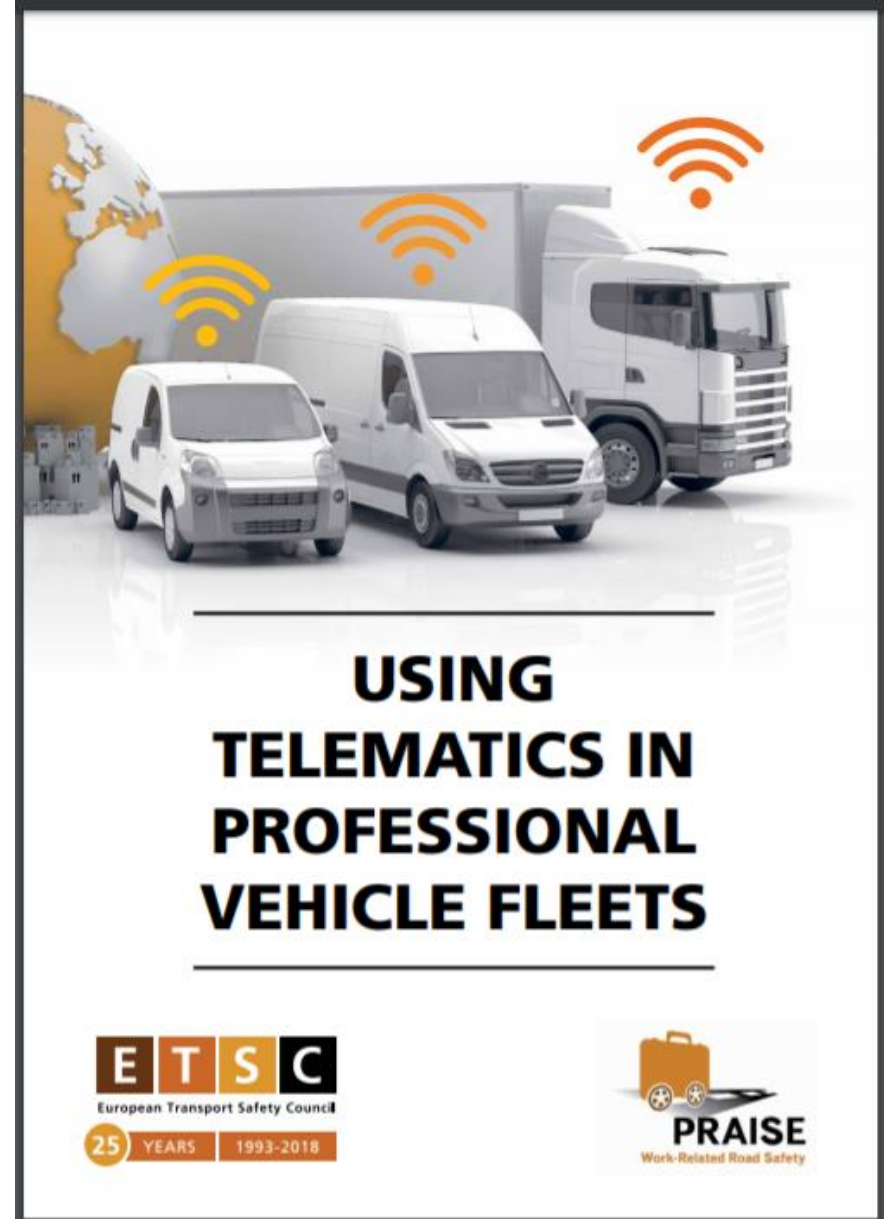
https://www.hsa.ie/eng/Publications_and_Forms/Publications/Work_Related_Vehicles/Safe_Driving_for_Work_Handbook_.pdf

Vehicle Telematics – What are they and how do they work?

The most common elements of driving that telematics **monitor** are:

- Journey start and end times;
- Vehicle speed;
- Vehicle location;
- Acceleration;
- Braking;
- Cornering;
- Seatbelt use;
- Fuel consumption

https://etsc.eu/wp-content/uploads/TELEMATICS_FINAL.pdf

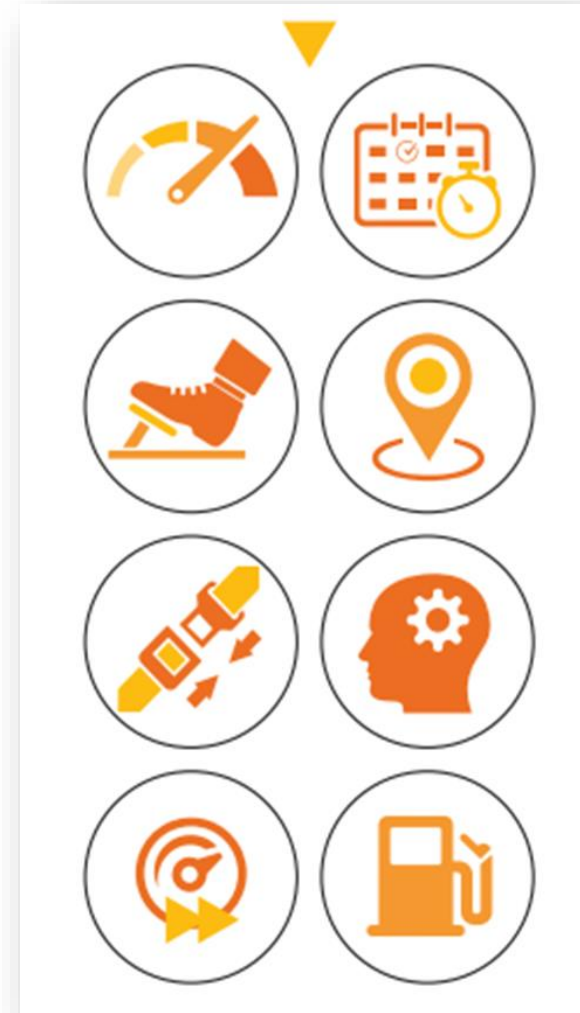


Telematics to identify and manage risks



Monitors and analyses real driving behaviour

- Addresses key road risk factors.
- Provides tailored, personalised feedback to help drivers improve their driving
- Enables objective conversations about driving performance
- Identifies driver training and education needs
- Addresses driver specific risks (e.g. speeding, harsh braking)
- Incentivises improved driving
- Improves accident investigations
- Reduce costs, with savings paying for the investment in the technology.



Large Vehicles



Vulnerable Road Users



Load securing

It is illegal and dangerous to drive a vehicle that is overloaded or has a load that is not secured.

Employers are responsible for providing and developing clear procedures and safe systems of work to make sure that loads are secured properly and safe for any vehicle



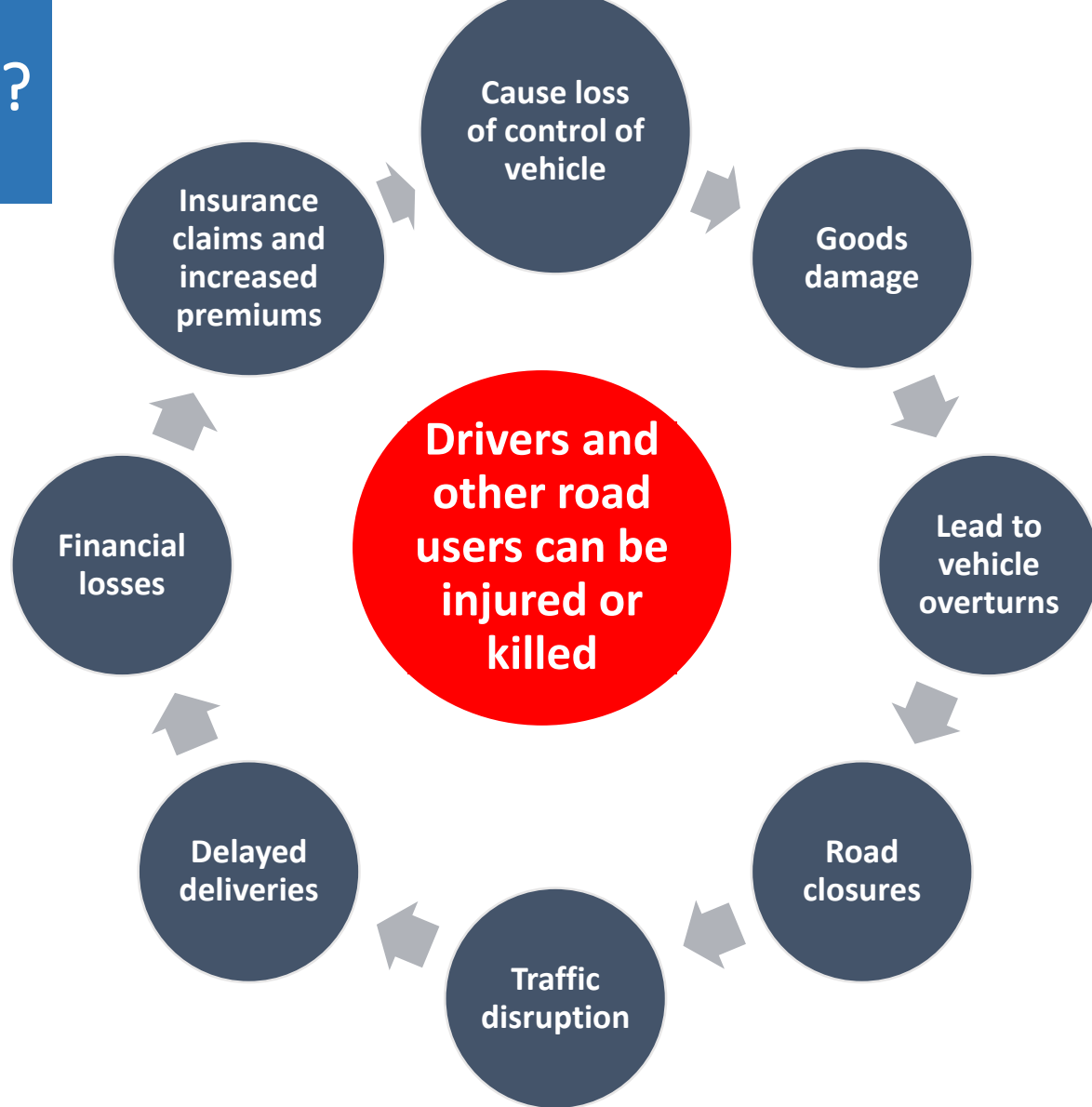
Why should loads be secured?

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

- **Employers**
- **Vehicle Owners**
- **Vehicle Operators**
- **Consignors**
- **Carriers**
- **Transport Manager/Supervisor**
- **Loading & Unloading Staff**



‘Cargo securing crucial for road safety’

Directive 2014/47/EU [20 May 2018]

- **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



www.loadsafe.ie

Key operations guidance

Delivering Safely

Consultation, cooperation and coordination Information Sheet

December, 2013

Introduction

Do vehicles visit your workplace to deliver or collect goods or materials?

Are your vehicles used for the delivery or collection of goods or materials from other businesses?

Deliveries and collections are 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.

This information sheet describes how people and organisations involved in deliveries and collections can cooperate to prevent delivery-related incidents.

Nature of the problem

Every year, thousands of workers sustain serious and fatal injuries when working around trucks or vans which are collecting or delivering goods.

Unless vehicle movements and work activities are carefully controlled, people are at risk of:

- being hit by moving vehicles, (reversing vehicles in particular)
- slips, trips and falls in the general work area and on or from the vehicle
- injuries caused by vehicles turning over

- being hit by objects falling from vehicles
- injuries from manual handling tasks



Page 1 of 8

iru.org



Safe and Efficient Goods Reception for Road Freight



Guidelines applicable to sectors where goods dispatch and delivery occurs

[Safe and Efficient Goods Reception for Road Freight](#)



Key operations guidance

Safe Vehicle Tail Lift Operations

Information Sheet

April 2018

This information sheet provides basic information and highlights legal responsibilities in the use, maintenance and examination of vehicle tail lifts (tail lifts). It is aimed at employers, the self-employed, employees and anyone who works with tail lifts which are used for everyday operations involving deliveries and collections of goods and materials.

It is not intended for the users of lifts used specifically for lifting people into vehicles such as wheel-chair lifts or ambulance patient lifts.

A tail lift is a mechanically operated platform mounted on a vehicle for the purpose of loading and unloading that vehicle, by raising or lowering loads between the level of the body of the vehicle and the ground. Loads are commonly placed on pallets to facilitate them being moved by using a pallet truck. There are a variety of basic designs, including:

- column,
- cantilever,
- slider, and
- tuck-away.

All tail lift operations are potentially hazardous and should be planned to make sure that they are carried out safely and that all foreseeable risks have been taken into account. Poor planning is one of the major causes of accidents arising from lifting operations. Typically, tail lift accidents involve people falling from, or slipping on tail lifts, or being struck by a falling load. But other risks, such as those arising from moving parts, or of the mechanism failing, should also be assessed. The risk of people falling should always be considered, because tail lifts involve working at a height, that is, on the body of the vehicle or on the platform itself.



Training requirements

An operator must be trained and competent before operating these lifting platforms and they need to follow documented procedures for maintenance and use. A person is deemed to be competent if they are trained and experienced, and know how to safely carry out tail lift operations, regarding the nature of the hazards involved. Training should cover:

- the controls,
- working load limits,
- load charts,
- safe working procedures, and
- any operating limitations of the type of tail lift they operate.



Safe Lorry Loader Crane Operations

Information Sheet

April 2018



This information sheet deals with the set-up, use, maintenance and thorough examination of lorry loader cranes (LLCs), also known as lorry loaders, to make sure that lifting operations are carried out safely. It is aimed at employers, the self-employed, employees and anyone who works with LLCs which are used for operations involving lifting of smaller loads such as building materials, (blocks, timber, bags, logs), small containers, general waste, etc. **It does not cover loader cranes operating with rope and winch systems, or where they are being used as an alternative to conventional mobile cranes, or situations involving the lifting of persons.**

All lifting operations are potentially hazardous and should be planned to make sure that they are carried out safely and that all foreseeable risks have been taken into account and effectively controlled. Poor planning is one of the major causes of accidents arising from lifting operations.

What is an LLC

An LLC is a crane mounted on a vehicle for the purpose of loading and unloading that vehicle. In construction and utility works LLCs are used widely for loading and unloading and are commonly fitted with clam-shell bucket or grab attachments. In general transport and haulage they can be used with a crane hook and lifting accessories. A crane should only be mounted to a vehicle in accordance with the vehicle manufacturer's bodybuilding guidelines by a person competent to do so.

Training Requirements

LLCs must be operated by trained competent persons. A person is deemed to be competent if they are trained and experienced, and know how to safely carry out LLC operations, having regard to the nature of the hazards involved.

Training should cover, as a minimum:

- 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, and
- in-service checks.

Documented procedures must also be followed for maintenance and use of the crane.

What causes LLC accidents

The most common causes of LLC accidents are:

- Vehicle instability caused by overloading
- Partial or complete loss of load through:
 - incorrect handling methods, and
 - lifting of loads in excess of lifting capacity of the loader crane.
- Failure of the crane, attachment or lifting accessories



[Safe Lorry Loader Crane Operations Information Sheet.pdf](#)

[Safe Vehicle Tail Lift Operations Information Sheet.pdf](#)



Reversing and Slow speed manoeuvres

Can I use my mirrors to see past these trees?

Can I open my door safely?

Do I need assistance reversing in?

Could I be blocked in?

Is there anything behind me?

Will this container need to be accessed?

Can I get to the rear of my vehicle safely?

Could there be pedestrians working at the rear of the container?

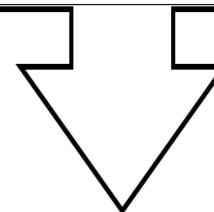


The term 'Grey fleet' is often used to describe vehicles that do not belong to the company, but which are used for business travel. This may include any of the following:

a vehicle purchased via an
employee ownership
scheme

a privately rented vehicle

a vehicle privately owned by
an employee



Where a vehicle is driven on company business
(perhaps in return for a cash allowance or fuel expense),
the vehicle may be considered part of the 'grey fleet'
– and thus fall under the responsibility of the employer.

<https://etsc.eu/managing-grey-fleet-safety-a-short-guide-for-companies-whose-staff-drive-their-own-cars-for-work/>



STAY ALIVE

GET TO KNOW THE

FATAL 5

1

**DON'T
DRINK
AND DRIVE**



2

**KILL
YOUR
SPEED**



3

**DON'T
GET
CARELESS**



4

**BELT
UP**



5

**SWITCH
IT OFF**





Safer
Work Related Journeys
for everyone

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

Our brands

SuperValu

Centra

Dialprix

Daybreak

MACE

MUSGRAVE
MarketPlace

Dialsur
tu cash & carry

FRANK & HONEST
GOURMET COFFEE COMPANY

CHIPMONGERS
FOR CHIP LOVERS

Musgrave



- *Our Values*

Long term Stable Relationships

Not Been 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
- 2012 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 Cyclist and Pedestrian 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

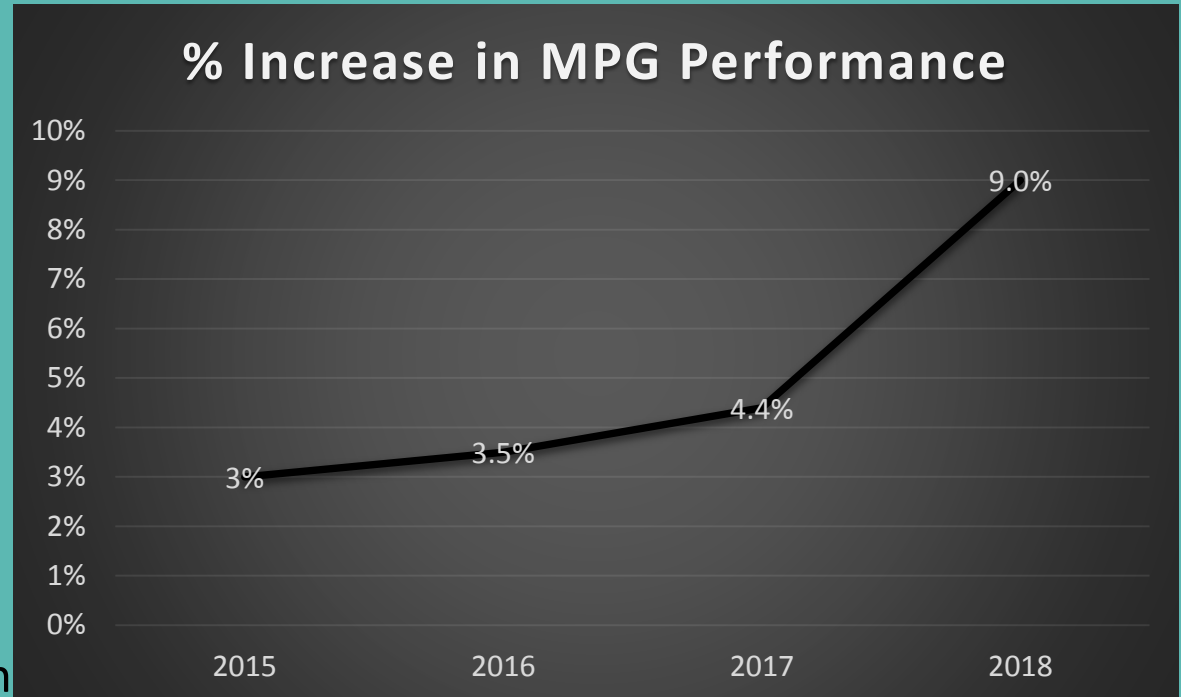
- All agency drivers
fully assessed and
trained
- Failure rate 50%

Mandatory Training

- Manual Handling
tailored to vehicle
- Power Pallet Truck
 - Food Safety
 - MPG
- Customer service
 - CPC
- **NB All in-house
trainers**

Driver Style and Behavior

- 2 hour Driving Assessment before recruitment.
- 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



Manual Handling

- Reduction in Combi weights
- Power Pallet Truck training given to all staff
- Power Pallet Trucks available for store delivery
- New stores designed with driver input to reduce manual handling



Slip Trips and falls

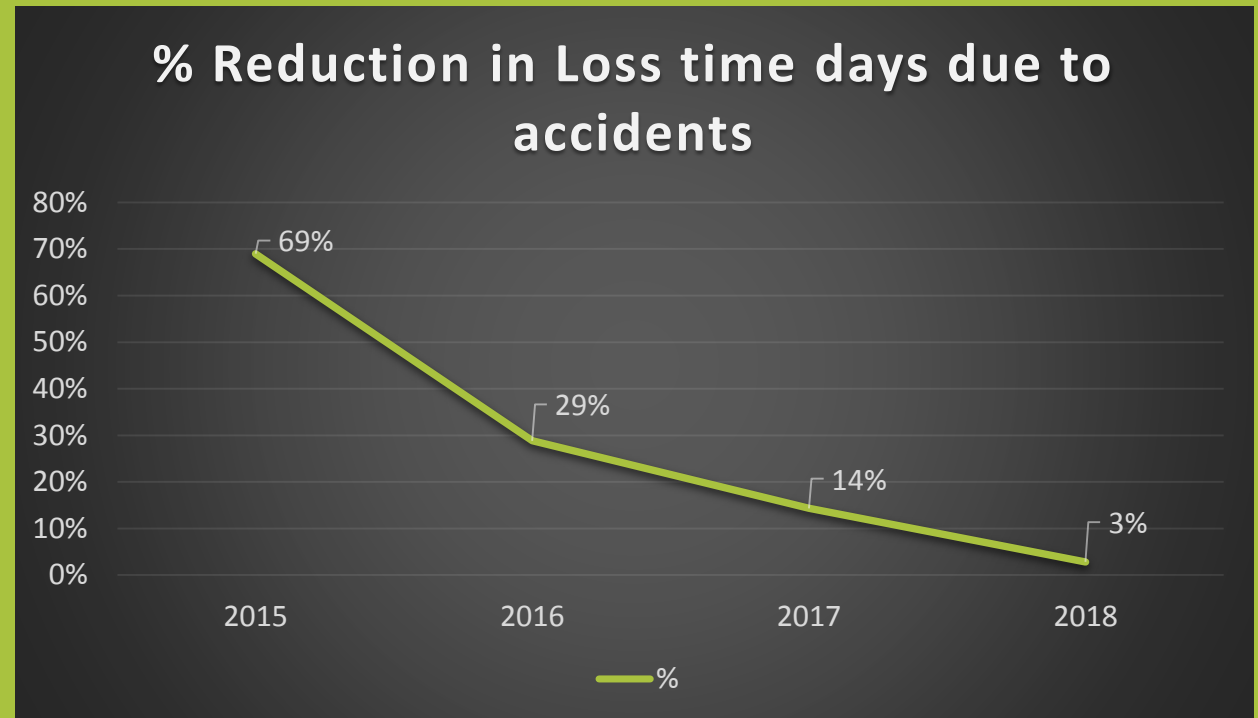
- Mavis rail installed on chill trailers to eliminate need to climb on catwalk during coupling.
- All New trailers fitted with barn doors
- All new trailers fitted with ladders
- Trailer floor materials (Keuring hardwood flooring)
- Tail lift flaps



Lost time accidents

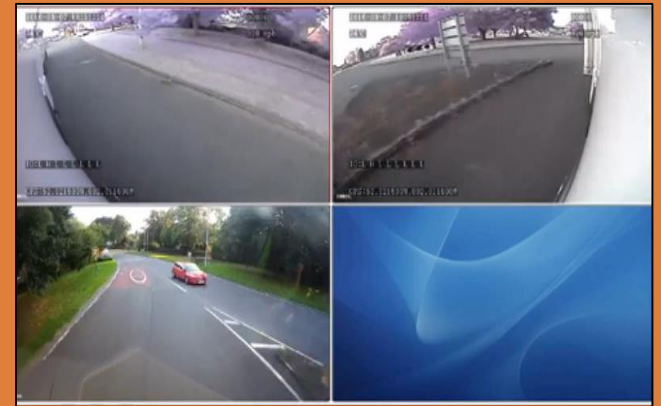
Down in all depots over 4 year period

Cork depot no lost time accidents in over a year



Cycle Safety : Vehicle Design changes

Cameras and audible alarms



Signage

RotaRail



Banksman Lighting



Banksman Lighting



■ 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



Trailer Brake Safety

- Weekly audits on trailer brakes
- New safe connect valve to prevent roll away vehicle during coupling
- Only once the driver has depressed the vehicle brake pedal, will air be released down the red line and in doing so return normal braking functionality.

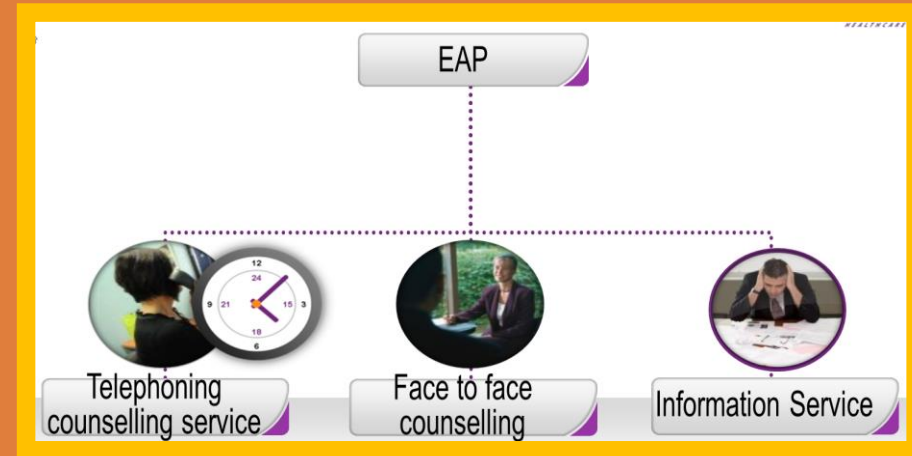


Store Assessments

- Carried out by driver elected Health and Safety Reps
- Suitability of vehicle to store
- Suitable time to allow for increased footfall and infrastructure traffic
- Detailed report available to all drivers
- Handheld app in development

Driver Wellbeing

Breakthrough
Job Sharing
Career Breaks
Educational Assistance
Work Life Balance, Roster Committees
Employee Assistance Programme



Musgrave



Awards and Achievements

Fleet Transport Best Safety Practice Award 2018

Going Forward



- Continuous Store assessment
- Use of technology to assist drivers
- Reduce kilometers driven
- Driver Development program from warehouse staff
- Continuous assessment of existing drivers

Questions

- Thank You For Your Time

