

International PRAISE Seminar

Thursday | 18 October 2012 | Lisbon | 14h00

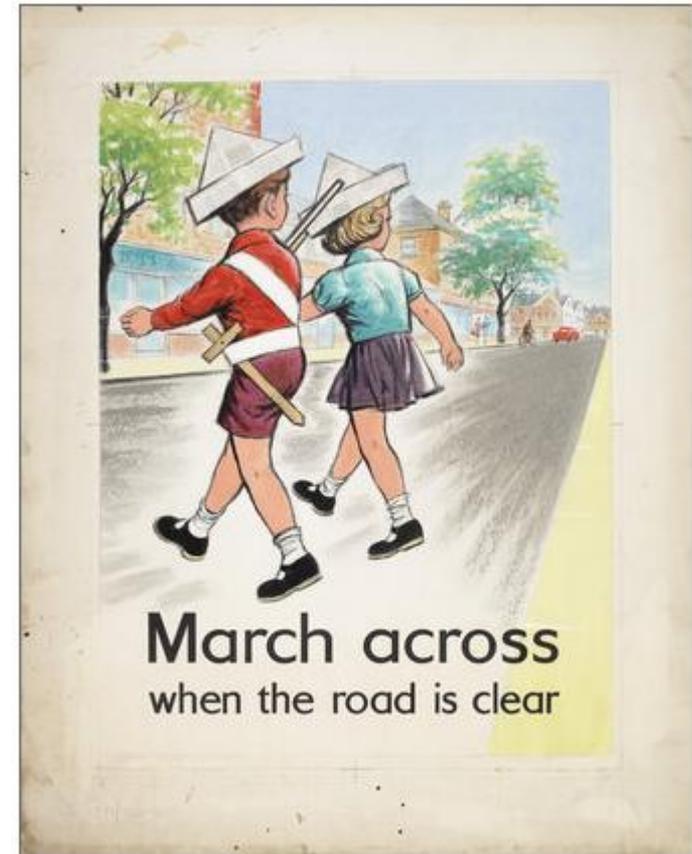
Occupational Road Risk in the UK

Duncan Vernon

The Royal Society for the Prevention of Accidents

About RoSPA

- RoSPA is an independent, registered charity that was created in 1917
- Our mission is to:
 - ‘Save Lives and Reduce Injuries’
- We promote safety in all areas of life; on the road, in the home, at work, in schools, at leisure and on or near water.



1) Health and safety

- Legislation such as the Health and Safety at Work Act 1974
- Securing a safe working environment and safer practices
- Development of company policy
- Risk assessment to understand
 1. How, when, who, how bad etc?
 2. Whether existing controls adequate or more needed?
 3. Which risks to tackle first?
- Monitoring of results

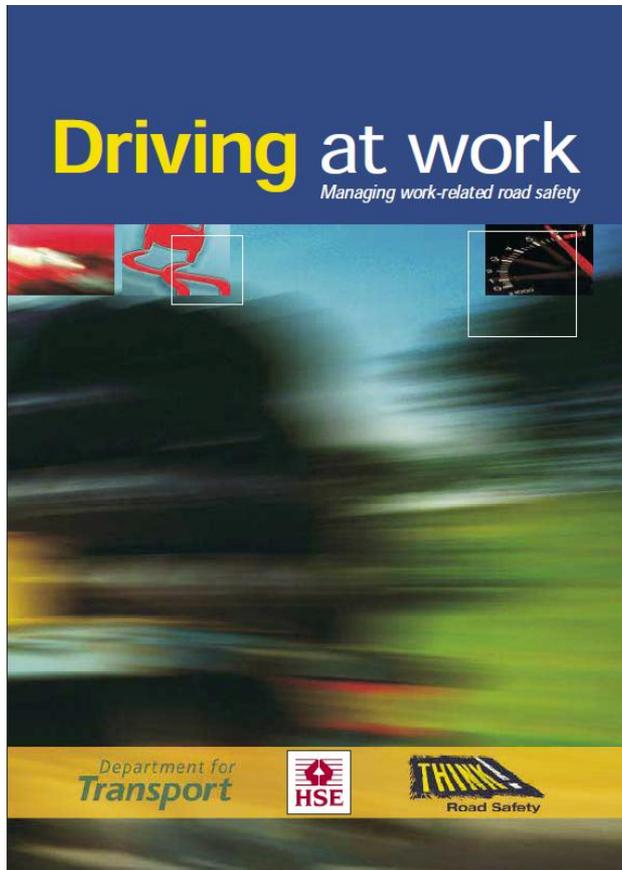
2) Traffic law and road safety

- Legislation such as the road Traffic Act 1991
- Sets out standards for the expected behaviour of road users
- Identifies how drivers who are caught transgressing these standards should be punished

Driving at Work – Sept 2003

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- Confirms that H&S law does apply on the road
- Suggests approaches to risk assessment
- Suggests control measures/performance review
- Signposts further information
- Highlights the 'business case' for action
- Accessible at <http://www.hse.gov.uk/pubns/indg382.pdf>

“.... HSC’s enforcement policy statement recognises the need to prioritise investigation and enforcement action. Current priorities, as set out in HSC’s strategic plan, do not include work-related road safety”

MORR is a H&S blind spot

- Not reportable to HSE
- HSE focused on site transport
- No questions asked at crashes about on road at-work driving
- Police focus on driver error
- Driving not an occupational skill
- Drivers regarded as solely responsible
- H&S practice too law led?
- Vehicles regarded as commonplace

- However, good progress has been made by many large organisations



Good practice in Scotland

- The Scottish Occupational Road Safety Alliance (ScORSA) was established by RoSPA in Scotland.

Its key aims are to:

- Facilitate networking between key stakeholders;
- Encourage joint working to raise awareness in organisations of the need for action on work-related road safety;
- Promote the exchange of information on new initiatives and best practice; and
- Contribute to the delivery of this Road Safety Framework for Scotland



Q1: Priorities

1. Small / Medium sized businesses

RoSPA has produced guidance but intermediaries such as banks, clients and insurers are another way to talk to SMEs about these issues.

2. Contribution of health and safety culture to wider society

3. The use of telematics in fleets

4. RoSPA Review to take stock of the situation

Look at the history of occupational road risk and understand what has worked

'Reboot' the national effort

5. European leadership

First International Conference on Road Safety at Work : Washington DC 2009

Second International Conference on Road Safety at Work : Europe 2013?

Q2: Sharing best practice

1. Sharing best practice?

There are barriers to this. Sensitivity to operations in different settings is required.

Implementation issues are as important as writing a good policy.

2. Supply chains?

Suppliers can be required to develop their own MORR policies. Essential given the globalisation of many industries.

3. Encouraging companies to work with Governments in developing countries?

But: conflicting views about what a good transport system is and who it is for

4. Strong evaluation of MORR programmes and sharing of information?

We need to understand what has worked and what has not worked!

Thanks
Obrigado!

FUNDACIÓN **MAPFRE**