

Fit for Road Safety from Risk Assessment to Driver Training

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Speaker's brief

Thematic Report 2 (TR2)

- *'Fit for Road Safety - Risk Assessment to Driver Training'*
- <http://www.etsc.eu/PRAISE-publications.php>

1 Driver improvement in the work context

- Risk assessment led – framed by 89/391/EEC
- Management Process – 6 step good practice model
- Frameworks – Haddon and GDE (including new Level 5)

2 Training for Bus and Truck Drivers

- Recent EU Legislation – Driver CPC/Directive 2003/59

3 Training for other Drivers and Riders

- Recommendations to EU/MSs/Employers

4 Employer Level Initiatives

- Best Practice examples
- Checklist for employers

Recommendations to EU/Member states/Employers



Work context - quiz

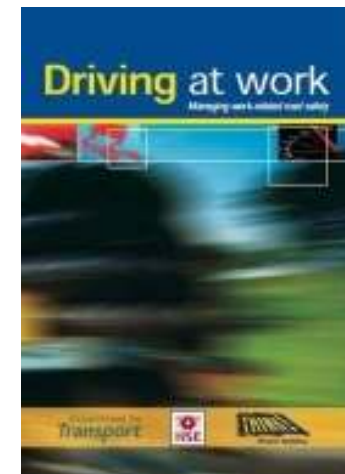
- Who's organisation uses the road?
- Who drives to or for work?
- Who's driving risk assessed by employer in last year?
- Road fatalities in EU?
 - % involving work?
 - % involving commuting?
 - % involving trucks and buses?
- Trucks and buses already well regulated:
 - Vehicle and licence regulations
 - CPC/Directive on Initial & Periodic Training (2003/59)
 - Tachographs and drivers hours laws
- Focus on all vehicles being driven to or for work

Driver improvement at work

- Irrespective of vehicle type or ownership driver risk assessment, monitoring and improvement is a necessary element of a wider systems based approach:
 - For societal, legal, business and cost reasons
- 89/391/EEC covering health and safety at work is **key** EU Directive
- Haddon Matrix provides framework for identifying and eliminating risks at organisational level
- Targeted driver risk assessment identifies specific employee development requirements
- Goals for Driver Education Matrix (GDE) provides framework for identifying levels and type of training

Council Directive 89/391/EEC

- Encourage improvements in the safety & health of workers
- Protection of workers through preventive measures, information, consultation, balanced participation and training
- Evaluate the occupational risks and make provision for adequate protection and prevention
- Ensure that all workers receive adequate on-going training
- Applies to all sectors of activity, both public and private
- **Assumption that vehicles & roads are part of the workplace**



Haddon Matrix framework

	Management Culture (30%)	Journey (10%)	Road/ Site Environment (10%)	People - Drivers and Managers (20%)	Vehicle (10%)	External/ Societal/ Community/ Brand (20%)
Pre-Crash or Pre-Drive	Leadership Business case Legal compliance Safety review Benchmarking Pilot studies Goals & policies Safety culture Committee Pledge Communications Contractors	Travel policy Mode choice Journey planning Routing Risk assessment Emergency preparation Shifts/ working time	Risk assess Observation Guidelines Site layouts Work permits C&D rules Road design Hot-spot mapping Engage local road agencies	Recruit Contract Induct Check qualified Handbook Risk assess Train Equip Communicate Engage Monitor Correct	Risk assess Select Specification Safety features Service Maintain Check Use policy Mobile comms Telematics Wear & tear Grey fleet	Regulator/policy engagement CSR Benchmarking Communications Family members Community Road safety weeks/ days Awards
At Scene	Emergency support to driver	Engage local investigators	Manage scene	Process to manage scene	Crashworthy 'Telemetry' data capture	Escalation process
Post-Crash	Report, record & investigate Change process Data linkages, evaluation & KPIs	Debrief & review journeys	Investigate and improve Review site/road elements of collision data	Reporting and investigation Driver debrief Counselling, trauma support Reassess/train	Strong openable doors Investigate Telemetry data Inspection & repair	Manage reputation and community learning process

6 step driver risk assessment process

1. Review the existing organisational road safety system
2. For people-related risks: managers, supervisors, driver assessors, work schedulers undertake driver risk assessment as pilot group and to show leadership
3. All existing people undertake the assessment
4. Use output to identify training needs and set appropriate targets for any new people
5. Utilise assessment process for a range of pre-employment, current staff and other purposes
6. Review risks at organisational level and reassess at driver level at appropriate intervals

Goals for Driver Education Matrix

Level/Dimension	Knowledge & skills	Risk increasing factors	Self-evaluation
Level V - Organisational /Societal factors			
Level IV - Goals for life & skills for living			
Level III - Goals & context of diving			
Level II - Driving in traffic			
Level I - Vehicle control			

Recommendations for EU & member states

- Identify extent of work related road safety risks via transport and OSH data
- Clarify vehicle as part of workplace under EC89/391
- Ensure effective roll-out of this & other relevant Directives
- Leadership by example on own and supplier fleets
- Review progress against full TR2 recommendations
- Set and maintain standards for driver risk assessment/ training content, delivery & administration
- Provide guidance to allow employers to effectively apply frameworks such as Haddon, GDE and good practice processes
- Support good practice & evaluation research

Trainer selection criteria for employers

- Can you do OSH based risk management/gap analysis?
- What type of training are you offering & where available?
- What validation/evaluation data is available?
- Needs analysis/risk assessment or off the shelf package?
- Can you administer the programme?
- Can you train in-house trainers?
- Who are your other clients (success/others!!)?
- Will you run initial pilot programmes?
- What are your pricing mechanisms (eg 'pay by results')
- On or off the job/shift patterns of trainers?
- Registered/quality badges/complies with standards?
- What is your data, evaluation and post event process?
- Do we need training? Drivers or MANAGERS?

Case studies

- Many good practice case studies
 - including Suckling and PRAISE award winner
- For others see:
 - www.drivingforbetterbusiness.org
 - www.fleetsafetybenchmarking.net
 - www.cdc.gov/niosh/programs/twu/global/
 - www.virtualriskmanager.net/niosh
- Still only a few cases published under peer review
- Limited peer reviewed research on effectiveness of driver training

Summary

- *‘Choosing an effective driver training program is no easy business, and particular attention should be given to which type of course is chosen, based on what one’s needs are’, Source:TR2*
- Driver training is only 1 element of a wider systems based approach to work-related road safety
- Needs to be recognised and managed as such
- *‘Fit for Road Safety from Risk Assessment to Driver Training’* provides frameworks, good practice guidance and recommendations for EU, member states, employers & trainers:
 - <http://www.etsc.eu/PRAISE-publications.php>
- Contact details: www.fleetsafetybenchmarking.net