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## **HEALTH AND SAFETY COMMISSION**

### **AGRICULTURE INDUSTRY ADVISORY COMMITTEE (AIAC)**

#### **REDUCING TRANSPORT RELATED ACCIDENTS**

##### **Report on Project Group Progress 2005-2007**

### **Summary**

1. The attached Appendix describes the original terms of reference, objectives and deliverables identified by the AIAC's 'Transport Project' Group, updated to March 2007. Significant changes, examples of activities and progress made on specific issues during 2005-2007 are highlighted in bold italics, within the text.

### **Background**

2. Following the re-constitution and re-structuring of the AIAC in 2005, the Transport Project Group was set up as a 'task and finish' working group, to reduce workplace transport-related accidents. These are the major cause of fatalities and injuries in the agriculture sector. Verbal reports describing the activities of the Group have been presented to each AIAC meeting. The initial terms of reference were accepted by AIAC on 14/11/05 and subsequently placed on the HSE/AIAC webpage after the objectives and deliverables were refined. Significant revisions to the terms of reference and membership have been highlighted in italics in the Appendix.

3. The Group set out to review the key issues, available guidance, sources of information and relevant research. An overall aim was to encourage exchange of information between HSE and stakeholders, to promote joint working and coordinate publicity initiatives. To achieve these aims, in addition to regular communications between HSE and members, 3 'workshops' have been held, involving a wide range of organisations and specialists. These were held in August 2005 (at HSE Stoneleigh), March 2006 (hosted by NFU-Mutual, Stratford-upon-Avon) and December 2006 (Stoneleigh - jointly-funded by the Energy Network Association (ENA) and with a particular focus on avoiding contact with overhead power lines).

4. The key issues discussed and examples of activities are also highlighted in bold italics. In particular, since the Group was set up, members have reviewed a number of research projects funded by HSE together with other bodies, including the Department for Transport, e.g. a baseline study to assess the existing condition of agricultural vehicles on farms. Other work considered includes exposure of operators to whole body vibration from a range of agricultural machines and operating conditions. Members have also offered advice on the scope for further research (e.g.

tractor-trailer braking) as well as publicity opportunities and production of articles and guidance.

### **Action/Recommendation**

5. AIAC members are invited to:
  - a) note the Transport Group's overall progress made to date against the original terms of reference and objectives;
  - b) acknowledge the contribution of the many individuals, industry bodies and other stakeholder organisations who have supported the Group and HSE, and
  - c) discuss and offer any comment, in particular on:
    - the recently announced research report on the condition of agricultural vehicles,
    - communications with and within the industry, and
    - to offer a view and focus on future topics and methods of intervention to deliver the target reductions in injuries and ill health arising from transport activities.

### **ALAN PLOM**

Transport Project Group Chair  
HSE Agriculture & Food Sector  
2 April 2007

## AIAC WORKPLAN 2005-08

### PROJECT GROUP 4 - REDUCING TRANSPORT RELATED ACCIDENTS

#### Agriculture Transport Project Group - Progress Report 2005-2007

## INTRODUCTION

This progress report is based on the terms of reference accepted by AIAC on 14/11/05 and subsequently placed on the HSE/AIAC webpage after the objectives and deliverables were refined (v4).

***Nb. Significant revisions to the original terms of reference and membership, together with information indicating progress so far has been highlighted in bold italics within the text below.***

## AIM

1. To encourage and enable stakeholders to contribute to HSE's "Fit for Work, Fit for Life, Fit for the Future" (Fit3) Strategic Programme and PSA1 target of reducing fatal and major injuries caused by transport related accidents in agriculture and associated industries.

## CONTRIBUTION TO PSA TARGET

2. It is anticipated that this area of work will primarily make a significant contribution to the AIAC's industry-specific targets\* to reduce incidence of injuries and ill health caused by transport operations, ie:

- A reduction in fatal accident incident rate to employees - 20% by 2008;
- A reduction in fatal accident incident rate to self employed - 10% by 2008;
- A reduction in major accident incident rate to employees - 20% by 2008;
- A reduction in the incidence rate of cases of work-related ill health – 10% by 2008.

\*nb AIAC's targets are based on the average over 1999/2000 to 2003/04, as opposed to a single year. In turn these will contribute towards achieving HSE's PSA targets (ie to reduce fatal and major injuries by 3%, work-related ill health by 6% and days lost due to work-related injuries and ill health by 9%, by 2008. This will also contribute to HSE's Workplace Transport Programme's aim of reducing fatal *and major injuries by 3% by 2008, with agriculture possibly contributing as much as 30% of the target reduction in fatalities.*

***[Due to the delay in confirming RIDDOR statistics, only figures for the first year of the project are available. It is therefore not possible to predict any trends at this stage.]***

## OBJECTIVES

3. The overall objectives of the Group are to:

- (i) encourage and enable stakeholders – including members of the AIAC and other organisations – to work together and develop interventions to raise awareness and reduce actual risks of injury and ill health from transport-related operations in agriculture
- (ii) promote the principles of “safe vehicle, safe site, safe driver” by improving vehicle design and maintenance, management of transport activities, driver training and competence.
- (iii) support and contribute to HSE’s Workplace Transport Programme through a range of targeted interventions as part of the Agriculture Sector’s 3-year Transport Project, including:

- Influencing safety through the supply chain (eg dealer seminars)

***[9 dealer seminars run by HSE and BAGMA during 2005-07, promoted by BAGMA. No further seminars proposed - Workstream finished.]***

- Joint enforcement initiatives (eg with the Vehicle and Operator Services Agency (VOSA) – supporting “Safe on-road, safe off-road”

***[~24 joint HSE/VOSA roadside checks have been carried out during 2005-07 (Target = 2 per Division per yr). No further joint exercises planned by HSE, although DfT are continuing to encourage further VOSA inspections.]***

- Peak activity inspection campaigns (by HSE inspectors)

***[~50 days/yr HSE inspector contact time reported by HSE FOD Divisions, throughout the country. In ‘transport blitzes’ between 4/06 and 2/07, 566 ‘contacts were recorded and 109 enforcement notices issued. No further inspections are planned in 07/08 as part of this project.]***

***[Members responded to a presentation by HSE’s Workplace Transport Programme Team, distributed and commented on the ‘Route Map’ Consultation CD. They also contributed to the development of the “Intervention Logic Models”/ “Route Maps for Delivery” of the 3 elements of the HSE Agriculture Transport Project. These helped to identify stakeholders involvement and potential contributions to delivery.]***

- (iv) identify and support research and other effective methods and means to contribute to achieving the PSA/Fit3 targets.

***[Two detailed presentations at workshops by Dr A Scarlett (Scarlett Research Ltd) reviewed recent relevant research and developments in European Directives/Regulations + T Mitchell (HSE) provided updates on most recent statistics helped to identify future research needs and priorities. These papers are available on the AIAC Transport Group page on HSE’s website.]***

## PRODUCTS AND OUTCOMES (Deliverables)

4. Products and outcomes identified by the Group include:

(i) HSE and stakeholders to share and exchange analyses and useful information on accidents, in particular, costs and case studies. This is vital to identify the key issues and to promote effective messages through guidance and publicity.

***[HSE has kept members up to date with the latest statistics and information on particular incidents, for reporting through their own networks/journals. NFU-Mutual has provided useful information on the cost of a range of typical accidents, which will be used to develop case studies combined with HSE's information. However, still need to clear disclosure issues. A member company of AIC also provided a detailed breakdown of specific accident causes and costs within their company. A breakdown of overhead power line accidents was also provided by the HSE (ex-DTI) 'Electrical Networks Inspectorate'. ]***

(ii) Stakeholder organisations support delivery of HSE's projects, including:

- Improved maintenance of vehicles by adoption of guidance by the industry and involving BAGMA's dealer members to increase awareness and use of BAGMA's Vehicle Health Check Scheme (VHCS);

***[9 dealer seminars run by HSE and BAGMA during 2005-07, promoted by BAGMA. No further seminars proposed - Workstream finished.]***

- NFU, TGWU and other organisations accept and promote adoption of the VHCS.

***[Promoted in guidance and articles. Needs further consideration by Group Members.]***

(iii) Research needs identified, work initiated, supported and promulgated, including joint financing/ support from other Government Departments and manufacturers, eg on design of braking systems and test protocols, and reducing exposure to whole body vibration, etc). This will be used to influence European and international standards and assist manufacturers and regulators in establishing compliance and improvements to contribute to reduction in accidents, injuries and ill health to operators and others, including the public.

***[WBV research on a range of machines completed in 2006 and report available, findings to be incorporated/ published in HSE guidance (AIS) asap 2007 (planned in Q3 06/07). Cross-cutting guidance and future work coordinated by HSE's Noise & Vibration Specialist. Baseline study of vehicle condition on farms proposed and commissioned with BAGMA by HSE and DfT in 2006 completed and report made available to AIAC, Group members and industry 2/4/07. Joint HSE/DfT/industry-sponsored research on tractor-trailer braking systems proposed, but not yet commissioned.]***

(iv) Incentives and alternative penalties to be identified and promoted, such as offering reduced insurance premiums recognising competence and training through certification and evidence of good practice, maintenance, etc.

***[Discussed at Group workshops – Further consideration needed. Work with insurance industry ongoing.]***

(v) Opportunities for promotion, publicity and other interventions identified and utilised by stakeholders involved throughout the project, supporting HSE's inspection and enforcement activities by promoting good practice and influencing standards through the supply chain, e.g. by emphasising the duties placed on designers, manufacturers and importers under s6 HSWA and European Directives/Supply of Machinery Safety Regulations.

***[Major issue raised by HSE = visibility standards for telehandlers; stakeholders have raised cases of non-complying machinery which have been followed up by HSE/Sector, egs sales on e-Bay (investigated by HSE Sector with Trading Standards), cabs on tractors, ATVs and mower ROPS.]***

(vi) Specific examples within the 'Safe Vehicles, Safe Driver, Safe Site' theme include:

#### **Safe Vehicles**

- Basic maintenance requirements promoted through aide memoires and reminders to perform daily checks, e.g. decals and other means.

***[Use of decals discussed – problem with available space/positioning, and designs regulated by European standards. HSE permitted logo to be used on BAGMA decal to align with VHCS. Sponsorship for key fob to be explored. Release of BAGMA findings on vehicle condition led to considerable press and media interest (incl national radio. Group to act as a forum to discuss and identify means to maximise the use of the findings of this research within the industry.]***

- To influence the development of European standards and publicise the implications of the expansion of Type Approval to a wider range of vehicles, including self-propelled and trailed appliances.

***[AEA discussions with DfT (and HSE) - Ongoing.]***

#### **Safe Driver**

- Greater emphasis to be placed on driver training schemes.

***[Promoting training through HSE's VQ's and HSE & industry input through Lantra to improve driver training in Levels 2&3 Agriculture NVQ. Publicity and industry-backed AEA/EASI ATV operator scheme, etc. AEA/HSE joint press releases/publicity on ATV operator training, use of helmets, etc.]***

- Raised public awareness of hazards from transport operations, eg to anticipate slow moving farm vehicles and potential movements on/off roads.

***[Articles written and placed in specialist journals, by HSE, DfT, NFU Mutual and TGWU, including targeting motor cyclists.  
ENA keen to update and re-issue guidance on overhead power lines.]***

#### **Safe site**

- The concept of 'safe route' promoted and accepted by the industry.

***[A topic to be promoted in publicity and guidance in 2007 and beyond.  
ENA keen to update and re-issue guidance, covering planning operations near overhead power lines. ]***

- Highlight, publicise and produce guidance on the interaction between transport issues and the 'Falls from Height' and 'Slips and Trips' Programmes, eg delivery vehicles/drivers access and working on farm sites.

***[Forms part of HSE's Workplace Transport Programme objectives 2007/08. HSE inspectors alerted to examples in agriculture.  
To be promoted (by HSE and members) in 2007 through articles in journals, etc.]***

- Promote provision of turning points and slip lanes at approaches to known right-turning accident blackspots on roads + drivers encouraged to use verges as 'havens' and to display warning signs.

***[To be promoted in 2007 through articles in journals, etc.]***

## **COMMUNICATION**

5. HSE and stakeholders will actively communicate the key theme of "Safe Site, Safe Vehicle, Safe Driver" to reduce workplace transport risks, eg by:

(i) mapping stakeholders existing communication networks and identifying new avenues, using them to disseminate messages to improve the design of vehicles, equipment and sites, management of transport activities and operator training and awareness;

***[Information exchanged on each members communications networks.  
HSE display panels replaced at Stoneleigh, Royal Welsh and Highland Shows + mobile exhibition unit in 2006.  
Memorandum of Understanding agreed with Lantra (Sector Skills Council) + Sector input to Industry Groups.  
Contract agreed with Lantra Awards' to maintain quality/consistency of advice – Lead instructors briefed on emerging findings of VOSA checks and BAGMA research, and advice incorporated in SHADs Q4 2006/07 and beyond.  
AEA/HSE Partnership Agreement committing to mutual support signed Nov 2006.]***

(ii) actively seeking opportunities to promote health and safety messages through members networks and through other stakeholders, influencers and the media;

***[Articles in newsletters; HSE presentations at Conferences and Seminars (eg AEA Annual Conference, IoG Saltex, etc);***

***Briefing of Lantra instructors feeding in to SHADs and other industry training courses, etc]***

(iii) coordinating messages and timing with HSE (in particular the Workplace Transport Programme Team) and other sources to maximise impact and attract media interest

***[eg Publication of BAGMA research by HSE/DfT –AIAC members informed. Articles placed in journals by HSE, eg Farmers Weekly ‘Academy’ article, TGWU Landworker, NFU and NFU Mutual newsletters/briefings. Ongoing];***

(iv) ensuring and promoting consistency of interpretation and application of regulations, through provision of information and advice.

***[AEA’s concerns raised with DfT, eg on braking and weight requirements. Dr Scarlett provided interpretation of existing and future regulations and practical implications for older and modern equipment at Workshop – info circ’d to members, but AEA still seeking clarification from DfT. Other issues raised with DfT include Type Approval of various machines, in particular Quads/4x4’s + trailers. Lantra Awards’ instructors briefed on emerging issues for SHADs. NFU intend to produce industry guidance in consultation with HSE, DfT and other relevant Agencies and stakeholders.]***

## **TASKS AND MILESTONES**

6. Tasks and milestones set for the Group include:

(i) Identify and contact interested parties/stakeholders – AIAC members and non-members – by July 2005.

***[Completed and membership confirmed.]***

(ii) Arrange workshop for stakeholders to discuss current activities and areas of mutual interest, identify opportunities for working together and develop the aims and objectives of the Project Group – by October 2005.

***[First ‘scoping’ workshop held in Aug 2005.]***

(iii) To agree aims, objectives, membership and deliverables (via correspondence), for presentation to AIAC for approval on 14 November 2005.

***[Completed and placed on HSE/AIAC website.]***

(iv) Follow-up workshop for stakeholders to be arranged in Spring 2006 to review progress, share ideas and give further direction to projects and other initiatives, identify priorities and confirm deliverables.

***[2<sup>nd</sup> workshop held in March and 3<sup>rd</sup> (joint with ENA) in December 2006 . A further event requested by delegates in mid-late 2007.]***

(v) Group Chair to report on progress and proposals for 2006/07 and beyond to AIAC on 21/3/06.

***[Done, and reported to subsequent meetings.]***

## RESOURCES (Project Management)

7. A core group representing AIAC member organisations (as listed in the table below) will act as the Project Management Team, in liaison with all other stakeholders/ interested parties, invited to Group workshops.

***[Interest and membership has steadily expanded and now includes]:***

<b>Chair</b>	Alan Plom	HSE Agriculture & Food Sector
<b>AIAC Members/ reps</b>	David Leavesley	NFU Mutual
	Ian Beeby	TGWU (Chair of H&S Group)
	Jake Vowles	AEA (Director General)
	Marcus Themans	NFU (AIAC Farmer member)
	Mike Simpson	NAAC
	Timothy Drew	Lantra (Sector Skills Council)
<b>Other consultees/ interested stakeholders invited to workshops</b>	Alan Mendelson / Steve Gillingham	Department for Transport (DfT)
	Michael Britten	NFU (HQ)
	Craig Lawrence	NFU Mutual
	Ian Jones (resigned) Nikki Etherton	BAGMA
	Ken Hardgrave/ Garry Rudd	Agricultural Industries Confederation
	Nigel Davey	Consultant/loSH/FISHNet
	Andy Scarlett	Scarlett Research Ltd
	David Owen	Lantra Awards
	David Knowles	ADAS/Chair of loSH Rural Industries Safety Group
	Carol Grainger/ Moira Buchan	HSE Workplace Transport Programme Manager
	Tony Mitchell	HSE Agriculture & Food Sector

8. HSE's main input to the Group will be provided by the Agriculture & Food Sector, with HSE Projects supported by Field Operations Division. It is assumed that the Project Group will continue to be supported, in line with HSE's Workplace Transport Programmes, by HSE and also Field Operations, to reinforce the key messages.

***[No HSE inspection resources have been allocated specifically to the Ag Transport Project in 2007/08. HSE Health and Safety Awareness Officers (HSAO's) in most areas are expected to carry out follow-up advisory visits to up to 20% of non-responding farmers invited to one of the 18 Farming SHADs planned for 2007/08.]***

9. Stakeholders to provide support through their organisations and communications channels, to develop and promulgate good practice and improve standards. Joint funding of research, guidance, publications and other initiatives are also to be explored.

***[Good response on publicity, but more opportunities sought in 2007. Joint funding for proposed tractor-trailer braking research offered to HSE and DfT by***

***AEA. NFU propose industry guidance on all aspects of 'Farm Transport' – supported in principle by HSE, subject to clarification of braking and weight requirements by DfT. ]***

## **RISK REGISTER (Dependencies and major assumptions)**

10. Effective interventions and successful outcomes are dependent upon continuing support of stakeholders, as well as HSE, including Field Operations and Communications Divisions/Directorates, to provide information and promote awareness locally as well as nationally. Information and data will be collated and exchanged to establish the baseline position, and to identify and promote key messages and effective interventions.

***[See 8 above.]***

## **EVALUATION**

11. Progress and outcomes will be evaluated by:

(i) establishing the baseline position, eg from statistical data, accident history and cost of accidents.

***[Ongoing]***

(ii) the condition of farm vehicles in use to be assessed through inspections and research, to enable evaluation and targeting of effective interventions.

***[Ongoing – BAGMA research completed.]***

(iii) reviewing communications routes, the extent of networks and means of promoting improved standards.

***[Group members shared and noted information.]***

(iv) monitoring and evaluation of inputs and outcomes from interventions by HSE and others.

***[Recorded HSE and VOSA outputs including proportion of inspections leading to enforcement action analysed and reported to Group and Lantra Instructors for inclusion in SHAD scenarios.]***

(v) applying the 'Barometer of Cultural Change' tool being piloted by the Agriculture & Food Sector to evaluate impact of interventions.

***['Bomel Tool' to be applied to Farming SHADs.]***