

Aiac draft workplan 2005-08

Project group 4

reducing transport related accidents

AIM

To encourage and enable stakeholders to contribute to HSE's "Fit for work, fit for life, fit for tomorrow" (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

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 2007/08. This will also contribute to HSE's Workplace Transport Programme's aim of reducing fatal accidents by 2008 (and possibly as much as 30% of the target in agriculture).

OBJECTIVES

1. To 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
2. To promote the principles of "safe vehicle, safe site, safe driver" by improving vehicle design and maintenance, management of transport activities, driver training and competence.
3. To 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
- Joint enforcement initiatives (eg with the Vehicle and Operator Services Agency (VOSA) – theme “Safe on-road, safe off-road”.)
- Peak activity inspection campaigns.

4. To identify and support research and other effective methods and means to contribute to achieving the PSA/Fit3 targets.

PRODUCTS AND OUTCOMES (Deliverables)

1. HSE and stakeholders to share and exchange analyses and useful information on accidents, in particular costs - vital to identify the key issues and to promote effective messages through guidance and publicity.

2. Stakeholder organisations support delivery of HSE’s projects, including:
- Improved maintenance of vehicles by adoption of guidance and involving BAGMA’s dealer members to increase awareness and use of BAGMA’s Vehicle Health Check Scheme (VHCS);
 - NFU, TGWU and other organisations accept and promote adoption of the VHCS.

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

4. Incentives and penalties identified and promoted, such as offering insurance discounts for training and certificates of competence, evidence of good practice, maintenance, etc.

6. Interventions, promotion and publicity opportunities identified and utilised by all stakeholders involved throughout the project, supporting HSE’s inspection and enforcement activities by promoting good practice and influencing standards through the supply chain, eg by emphasising designers, manufacturers and importers duties under s6 HSWA and European Directives/SMSR. Specific examples include:

Safe Vehicles

- Basic maintenance requirements promoted through aide memoires and reminders to perform daily checks (eg decals and other means; sponsorship for key fob to be explored.)
- The expansion of Type Approval to a wider range of vehicles, including self-propelled and trailed appliances will be significant – to contribute and influence development of European standards and publicise implications.

Safe Driver

- Greater emphasis to be placed on driver training schemes.

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

Safe site

- Concept of 'safe route' promoted and accepted by the industry.
- 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 highlighted and publicised in guidance.
- Turning points and slip lanes at approaches to known turning accident blackspots. Drivers should be encouraged to use verges etc as 'havens' and to display warning signs.

COMMUNICATION (links to AIAC Project #7)

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

- mapping stakeholders existing communication networks and identifying new routes, using them to disseminate messages to improve the design of vehicles, equipment and sites, management of transport activities and operator training and awareness.
- actively seeking opportunities to promote health and safety messages through members networks and through other stakeholders, influencers and the media.
- coordinating messages and timing with HSE (in particular the Transport Programme Team) and other sources to maximise impact and attract media interest.
- ensuring and promoting consistency of interpretation and application of regulations, through provision of information and advice.

TASKS AND MILESTONES

1. Identify interested parties/stakeholders – AIAC members and non-members – by end of Q1.
2. 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 end of Q2.
3. To agree objectives and membership, for presentation to AIAC for approval on 14 November 2005.
4. Follow-up workshop for stakeholders to be arranged in Spring 2006 to review progress, share ideas and give direction to Projects and initiatives.

RESOURCES (including Project Team membership)

Chair	Alan Plom	HSE
AIAC Members/ reps	David Leavesley	NFU Mutual
	Ian Beeby	TGWU
	Jake Vowles	AEA
	Marcus Themans	NFU
	Mike Simpson	NAAC
	Timothy Drew	Lantra
Other interested stakeholders include	Alan Mendelson	Dept for Transport
	Craig Lawrence	NFU Mutual
	Ian Jones	BAGMA
	Ken Hardgrave	Agricultural Industries Confederation
	Nigel Davey	IOSH/Consultant
	Andy Scarlett	Scarlett Research Ltd

1. HSE's main input will be provided by the Agriculture & Food Sector, supported by Field Operations Division.
2. Stakeholders to provide support through their organisations and communications channels, to develop and promulgate good practice and improve standards.
3. Joint funding of research, guidance, publications and other initiatives to be explored.

RISK REGISTER

Dependencies and major assumptions

1. 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.
2. Information and data will be collated and exchanged to establish the baseline position, and to identify and promote key messages and effective interventions.

Project Management

1. A core group representing AIAC member organisations (as listed in table above) will act as the Project Management Team, in liaison with all other stakeholders/interested parties.
2. 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.

Evaluation

1. Baseline position to be established, eg on statistical data, accident history and cost of accidents; communications routes, the extent of networks and means of promoting improved standards.
2. The condition of farm vehicles in use to be assessed through inspections and research, to enable evaluation and targeting of effective interventions.
3. Monitoring and evaluation of inputs and outcomes from interventions by HSE and others.
4. The 'Barometer of Cultural Change' tool being piloted by the Agriculture & Food Sector will be used to evaluate impact of interventions.

ALAN PLOM

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HSE Agriculture & Food Sector