



# WHAT YOU TOLD US

## **SAFETY AROUND YOUR VEHICLE**

NSW TRANSPORT SECTOR WORK  
HEALTH SAFETY PLAN CONSULTATION  
SUMMARY REPORT

SAFework NSW  
MAY 2020



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# CONTENTS

- BACKGROUND ..... 4
  - Transport WHS Sector Plan Consultation Workshops ..... 4
- SAFETY AROUND YOUR VEHICLE ..... 4
  - Workshop Objectives ..... 5
  - Implementation Status of Transport WHS Sector Plan ..... 5
  - Enforceable Undertaking – SafeWork NSW and Lindsay Australia Limited ..... 5
  - Workshop Locations ..... 6
  - Information Collected ..... 6
- KEY THEMES AND FINDINGS ..... 6
  - Summary of Key Themes and Findings ..... 6
- WORKSHOP PARTICIPANT INFORMATION ..... 7
- ANNEXURE A ..... 8
  - Summary of responses from workshop participants ..... 8

## BACKGROUND

The transport sector was identified as a key priority sector in the WHS Roadmap for NSW 2022 ('the Roadmap'). The Roadmap is a six-year strategy that aims to protect workers from harm, reduce unnecessary compliance costs and secure safety standards in NSW workplaces

The plan is divided into three Action Areas:

**Action Area I:** Embedding a health and safety landscape in NSW workplaces

**Action Area II:** Focus on key priority sectors, harms, workers and workplaces

**Action Area III:** Build exemplar regulatory services

Action Area II focuses on key priority areas where the most significant work health and safety risks exist. The Transport WHS Sector Plan 2022 was developed to address the identified specific key priority areas and activities that cause serious injury and fatalities in the transport industry:

- at risk workers
- musculoskeletal injuries
- working at heights
- mental and physical health
- traffic management; and
- ancilliary (non driving) tasks.

## TRANSPORT WHS SECTOR PLAN CONSULTATION WORKSHOPS

At the mid-point of the Sector Plan, the Transport Sector Project identified the need to further consult with industry. The purpose of the consultation was to update industry regarding the progress of the plan, provide information relating to recent transport related safety incidents and seek industry advice in respect of how these and future incidents may be prevented.

A recent number of transport-related serious incidents associated with the plan's **key priority areas** contributed to the decision to re-engage with industry. Furthermore, it was decided to extend the proposed workshop audience to representatives of the broader supply chain given the inter-relationship between the sectors and the workplace locations where these incidents are occurring.

## SAFETY AROUND YOUR VEHICLE

The Safety Around Your Vehicle ('SAYV') consultation workshops were held between November 2019 and February 2020 throughout metropolitan and regional NSW. The theme of the workshops, '**safety around your vehicle**' gave focus on those activities performed by workers when a vehicle is not in transit<sup>1</sup>; for example:

- loading and unloading of vehicles and trucks
- vehicle immobilisation
- access/egress – truck cabins
- coupling and decoupling trailers
- vehicle maintenance and ancillary tasks
- general traffic management practices.

<sup>1</sup> Safety issues regarding 'on road' or 'driving' activities are predominately under the jurisdiction of State and Federal regulatory agencies. As such, any activity performed by a worker whilst a vehicle is 'in transit' was not considered within the scope of the consultation process..

## WORKSHOP OBJECTIVES

The objectives of the workshop were to:

- update the implementation status of the Transport WHS Sector Plan
- provide an update on a recent enforceable undertaking with Lindsay Australia Limited
- highlight the **key priority areas**; and
- seek industry input into the identification of safety controls relating to the **key priority areas**.

## IMPLEMENTATION STATUS OF TRANSPORT WHS SECTOR PLAN

With respect to the objective of providing a Transport Sector Plan update to industry, the following summary was highlighted to workshop participants:

<b>Mental health and musculoskeletal disorders (MSD)</b>	Launch of the newly developed 'Managing MSD & Mental Health' workshops - a condensed workshop on mental health training for managers and PERforM (hazardous manual tasks) workshop for the transport sector.
<b>At Risk Persons (Young Workers)</b>	Promotion of the Livestock, Bulk and Rural Carriers Association (LBRCA) <b>Young Driver of the Year Award</b> and <u>Young Driver video</u> on key harms in the transport industry.
<b>Working at Heights</b>	Rebranded safety video promoting fall prevention safety messaging specific to loading and unloading from flatbed trucks, and SafeWork 'Falls from Trucks' Advisory Program.
<b>Vehicle Immobilisation</b>	New safety alert on ' <u>Immobilising heavy vehicles and trailers</u> ' - focussing on the prevention of unintentional vehicle rollaway.

## ENFORCEABLE UNDERTAKING – SAFEWORK NSW AND LINDSAY AUSTRALIA LIMITED

In 2018, Lindsay Australia Limited entered an enforceable undertaking with SafeWork NSW as a result of a workplace fatality associated with the road freight sector. A key deliverable in the Enforceable Undertaking between SafeWork NSW and Lindsay Australia Limited, is for Lindsay Australia Limited to develop a suite of educational tools to increase safety awareness in the transport sector.

Lindsay Australia Limited co-presented with SafeWork NSW at the consultation workshops. This will allow Lindsay Australia Limited to align the tools being developed as part of their EU obligations to the high-risk harms identified in the Transport WHS Sector Plan and SAYV consultation workshops.

All materials delivered as part of the enforceable undertaking are provided to industry at no cost. Industry feedback was generally positive in terms of the proposal to develop a training tool, using augmented reality technology, to showcase real world examples of transport related activities including hazards and risks, with a focus of the promotion of practical safety advice through an engaging user experience.

Such a tool would assist industry by providing support to existing safety practices such as workplace inductions, initial and relearning engagements as well as contractor site safety systems.

Details relating to the development of the deliverables will be made available via the SafeWork NSW website including opportunities to form part of an industry consultative group.

## WORKSHOP LOCATIONS

Workshop consultations were presented in northern and southern regional locations as well as the Metropolitan area to provide an opportunity for a catchment of industry representatives across supply chain including but not limited to unions, industry associations, government, transport regulators, supply chain, retail representatives and industry specific insurance representatives.

## INFORMATION COLLECTED

The tools and activities used to encourage and promote participant engagement and responses were:

- focus groups completed a targeted 'harm action plan' that produced practical advice as to how to prevent commonly occurring transport related injuries by examining the work practices leading up to a provided case study
- general information provided direct to the [transport@safework.nsw.gov.au](mailto:transport@safework.nsw.gov.au) inbox
- open discussion; and
- individual completion of a research and evaluation worksheet.

Detailed information was obtained in the areas of injury prevention through safe practice as well as broader material that focussed on industry engagement with the regulator. This information provided insight into the safe practices that industry use and offered suggestions on how to prevent these incidents from occurring by providing industry-based examples.

# KEY THEMES AND FINDINGS

## SUMMARY OF KEY THEMES AND FINDINGS

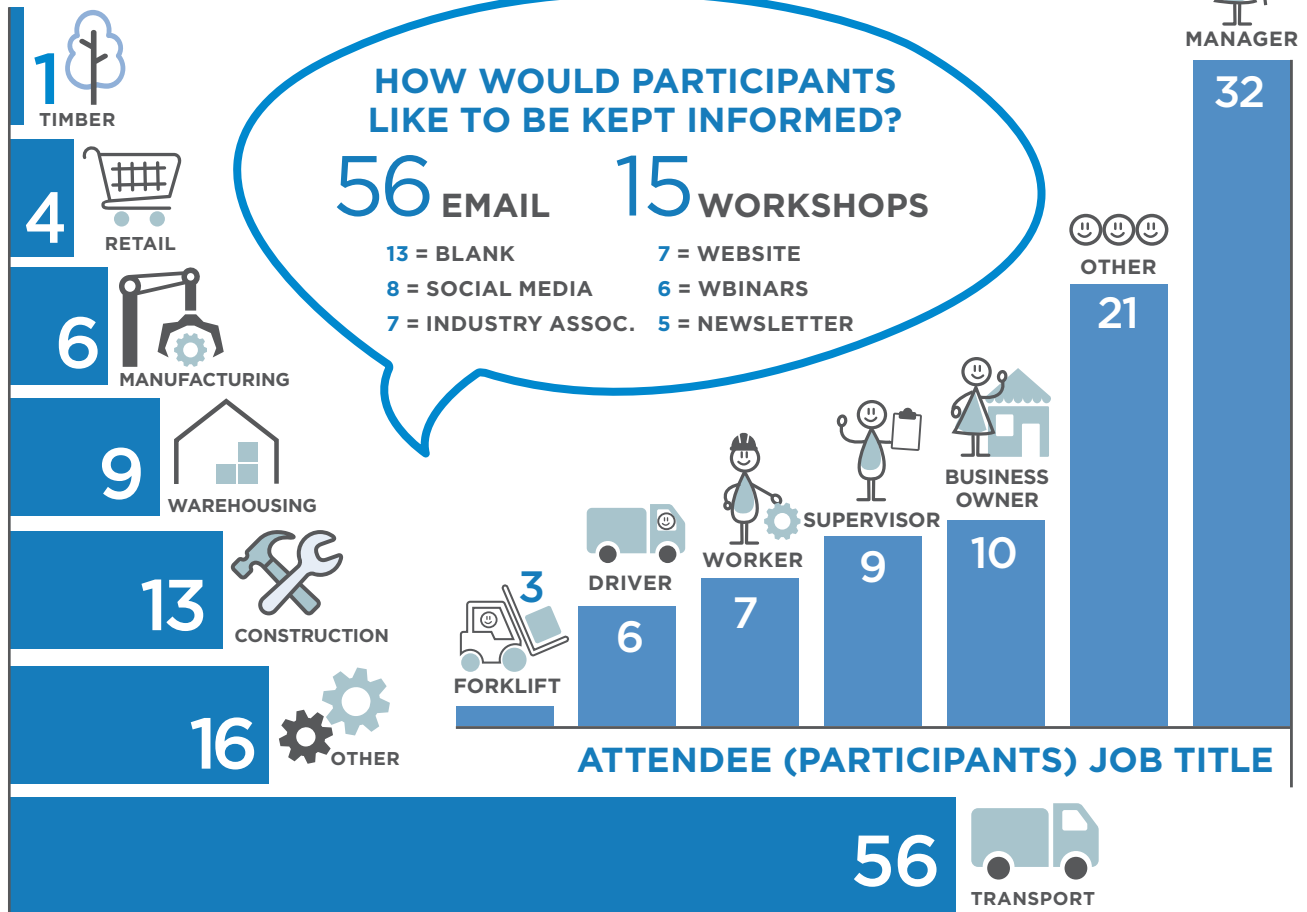
- Industry perception as it relates to the high priority harm areas differed in priority order to that considered a priority by SafeWork NSW.
  - a. For example, recent incident data suggests vehicle immobilisation and traffic management related incidents is a leading cause of serious injury and fatality whereas participant perception suggested exclusion zones, roadside safety and loading/unloading are the priority;
- the importance of developing engaging learning tools to support existing safety training practices
- the importance of continued communication between the regulator and industry to share information relating to industry trends and injury causation
- continuation of the consultative style information sharing workshops;
- maintaining the involvement of the transport industry in planning and implementation of industry safety related activities
- increasing the sharing of information to stakeholders by direct email; and
- continue with the inclusion of the supply chain into future workshops and safety collaboration activities.

## WORKSHOP PARTICIPANT PERCEIVED 'HIGH RISK' PRIORITY AREAS THAT ARE CAUSATIVE OF SERIOUS INJURIES/FATALITIES

1. Exclusion Zones
2. Roadside Safety
3. Unloading
4. Loading
5. Traffic Management
6. Safe Zones
7. Vehicle Immobilisation
8. Couple / Uncouple Trailers

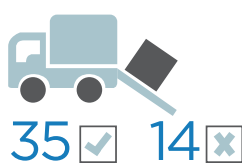


# WORKSHOP PARTICIPANT INFORMATION



## INDUSTRY SECTORS REPRESENTED

### TARGETED QUESTION/RESPONSE RELATING TO LOADING/UNLOADING AT A CUSTOMER'S PLACE OF WORK



### DO YOU FOLLOW SAFEWORK NSW ON SOCIAL MEDIA?



### HOW DID YOU FIND OUT ABOUT THE WORKSHOP?

#### TOP 3 RESPONSES



### SOURCES REFERRED TO WHEN SEEKING HEALTH AND SAFETY INFORMATION

1. INDUSTRY ASSOCIATION
2. OTHER
3. SAFEWORK NSW NEWSLETTER



# ANNEXURE A

## SUMMARY OF RESPONSES FROM WORKSHOP PARTICIPANTS

A sample of the summary responses provided by participants as part of the harm action plan discussions are provided as follows:

HIGH PRIORITY HARM	FEEDBACK PROVIDED IN CONSULTATION WORKSHOPS
Traffic Management	<ul style="list-style-type: none"><li>• develop a National 'blueprint' through consultation with industry</li><li>• use the existing chain of responsibility guidelines as a basic template</li><li>• educate employees as people and site (layouts) are open to change</li><li>• supply and receiving should have a plan before the load is dispatched – determine who is in control of the site</li><li>• empower drivers and employees to do risk assessments and say “no” if the activity is unsafe</li></ul>
Vehicle Maintenance and Vehicle Rollaway	<ul style="list-style-type: none"><li>• remove the responsibility of drivers performing vehicle maintenance</li><li>• use vehicle chocks where there is potential for a vehicle, trailer or attachment to move (unintentionally)</li><li>• recommend that drivers should not work underneath a vehicle, trailer or attachment that is primarily supported by hydraulics</li><li>• install door alarms to warn the driver and others when the maxi brakes are not applied</li><li>• steer the wheel into the curb if parked kerbside as a supplementary measure to prevent rollaway</li></ul>
Loading / Unloading	<ul style="list-style-type: none"><li>• design access platforms to be permanently at site and inbuilt into a vehicle</li><li>• all ramps should be developed with friction rating as a standard</li><li>• design the tray to reduce manual handling activities</li><li>• develop specific payload training</li><li>• engineer ladders specifically for tipper trucks</li></ul>
Exclusion zones	<ul style="list-style-type: none"><li>• educate drivers and operators in safety controls within exclusion zones</li><li>• consider using a 'flag in a safety cone' as a simple way of notifying all workers that mobile plant is being used during loading/unloading and do not approach the area until the flag has been removed</li><li>• communicate a plan to all workers prior to commencing the loading/unloading practices</li><li>• establish a person who has control of the area before commencing any activity</li><li>• have a clear rule on where the driver can be located during the loading/unloading process</li></ul>