

What's the problem?

Driving for work is common, with up to 40% of journeys made in the name of work whether it's to the usual office or depot, a different site or travelling between locations.

There are at least 75,000 road vehicles associated with the railway. Between 2009 and 2014 (CP4), 50% of all infrastructure workforce fatalities were road-related. Now the rail industry wants to get a better understanding of the risk.

Part of the problem of under-reporting is based upon a historical view of what constitutes the railway environment. Today's railway has an extensive supply chain and obligations for health and safety that stretch beyond the geographical boundaries of the railway itself. We are helping industry to meet their health and safety obligations by extending the reporting scope of the Safety Management Information System (SMIS) and aligning work related road risk within the Safety Risk Model.

What we're doing now

Industry now wants to develop more reliable arrangements for reporting and analysing road traffic collision events.

We have helped the rail industry get to grips with the issues by setting up a cross-industry group dedicated to road driving risk, with crucial connections to other groups devoted to particular parts of the rail business such as the infrastructure contracting community, the train operating community and other supporters such as the ORR, the HSE and trade unions.

This has created the platform for specific sectors within rail to consider how road driving risk affects them and agree common approaches to shared risks.

This has included considering how we can use shared information systems such as SMIS so that we have

reliable arrangements for reporting and analysing road driving incidents and accidents.

Clarification on reporting requirements

Every organisation is different, and ultimately, will need to develop its own approach to managing safety, taking into account what the law requires as well as the specific duties and issues they face.

Road traffic collisions (RTCs) resulting in injuries, involving employees' or contractors' employees' while travelling for work purposes, should be reported into the Safety Management Information System (SMIS), in line with the relevant Railway Group Standard, GERT 8047.

This covers all RTCs resulting in injuries involving an infrastructure manager or railway undertaking employee or contractor's employee while travelling by road vehicle for work purposes; that is to say, any occasion when a road vehicle is being used in connection with a work activity, other than commuting between home and normal place of work. Note that road vehicles includes motorcycles and pedal cycles.

More information

- Find out more by visiting the road driving risk area of the RSSB website
- Keep in touch with your industry sector group representative
- Get in touch with us with any questions, queries, comments or ideas about these issues

For more information, contact RSSB –
enquirydesk@rssb.co.uk
www.rssb.co.uk



Towards better reporting of road traffic collisions (RTCs)

Research shows companies generally under-report road driving incidents

Better reporting will lead to improved understanding of the risk



We clarify how RTC injuries should be reported into the Safety Management Information System

Work related road driving

Travelling by road vehicle for work purposes between home and a different location for work purposes is covered by the Health & Safety at Work Act.

For Transport Operators a RTC event could involve train drivers travelling to a different depot or station by taxi.

For contractors a RTC event could involve employees travelling to a particular work site rather than their usual place of work.

Home



People who drive between home and their usual place of work (commuting) may be exposed to risk but their employers are not required to report incidents into SMIS as this is not covered by the Health and Safety at Work Act.

Road Traffic Collisions (RTCs) resulting in injuries involving an infrastructure manager or railway undertaking's employee or contractor's employee whilst travelling by road vehicle for work purposes should be reported into SMIS.

This means any occasion when a road vehicle is being used in connection with a work activity, other than commuting between home and normal place of work. Note that road vehicles includes motorcycles and pedal cycles.

Not usual place of work



Usual place of work



Travelling by road vehicle for work purposes between the usual place of work and a different location for work purposes is covered by the Health & Safety at Work Act.

For Transport Operators this type of journey is likely to be between two railway locations.

For contractors this type of journey may be between a non-rail and a rail location.

