



Analysis of Work Related Vehicle Fatalities 2009

This report is based on the fatal accident forms completed by compliance inspectors for work-related vehicle fatalities in 2009. There was a total of 43 work related fatalities in 2009. Eighteen of these deaths involved vehicles (42%^{*}). Fourteen of these deaths were workplace transport fatalities (33%^{*}) and 4 (9%^{*}) involved work related road safety incidents. By law, employers are required to report work related deaths to the Authority¹.

*= Percentage based on total fatalities.

+ = Percentage based on Workplace Transport Fatalities only.

Workplace Transport Fatalities

The main identified causes of the 14 workplace transport deaths were being hit or run over by a vehicle, followed by vehicle overturns and being hit by part of a vehicle (see Figure 1). The 14 fatalities were all male. Eleven people (79%⁺) died at the scene of the accident whilst 3 people died later that day. At the time of the workplace transport incident, 4 (29%⁺) of the vehicles were moving forward, whilst 2 (14%⁺) were reversing and 2 were manoeuvring (see Figure 2). Tractors were the main type of vehicle involved in transport fatalities in 2009, accounting for 29%⁺ of the fatalities (Figure 3).

In one case the driver did not have the correct licence for the vehicle being driven (see Figure 4) whilst in the majority of cases (71%⁺) the driver was appropriately trained for the vehicle being driven (Figure 5). All drivers were authorised drivers. The 55 – 64 year age bracket was the main group affected by workplace transport fatalities, accounting for 29%⁺ of the fatalities (Figure 6). However, all age categories experienced workplace transport fatalities. Employees accounted for 50%⁺ of the fatalities with self-employed people accounting for 21%⁺ of the fatalities. One member

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of the public, one child and one family member were also killed (Figure 7).

Dublin and Kerry were the two counties suffering the highest workplace transport fatalities (Figure 8). Saturday and Wednesday were the worst days for workplace transport fatalities (Figure 9). January and October were the months with the most workplace transport fatalities (Figure 10). People from Small Medium Enterprises and Self-Employed people accounted for 79%⁺ of the fatalities (Figure 11). The majority of deaths also occurred in Small Medium Enterprises (86%⁺) (Figure 12).

Of the 14 fatalities, 9 people were in control of the vehicle at the time of the incident (64%⁺) whilst 5 people were pedestrians and not in control of the vehicle (36%⁺) (Figure 13). Half of the people killed were killed within an hour of starting work, with 2 people killed after 5.5 hours of starting work and 2 people killed after 8 hours of starting work. In the majority of cases the victim had more than a years experience in carrying out the job (Figures 14 and 15) but in 43%⁺ of the cases the victim was only working at the accident location less than a month (Figure 16). Eleven of the fatalities involved Irish people whilst there were 2 people from other EU countries and 1 non EU person killed (Figure 17).

1 Safety, Health and Welfare At Work (General Application) Regulations, 1993, Part X: Notification of Accidents and Dangerous Occurrence

Workplace Transport Fatalities 2009

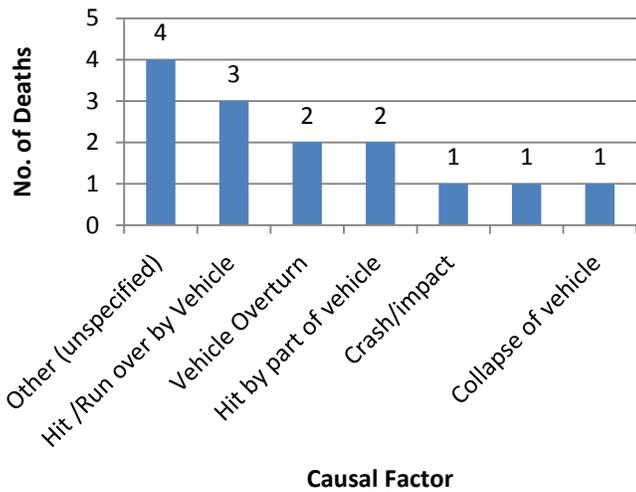


Figure 1: Workplace Transport Fatality Causal Factors 2009.

Workplace Transport Fatalities 2009

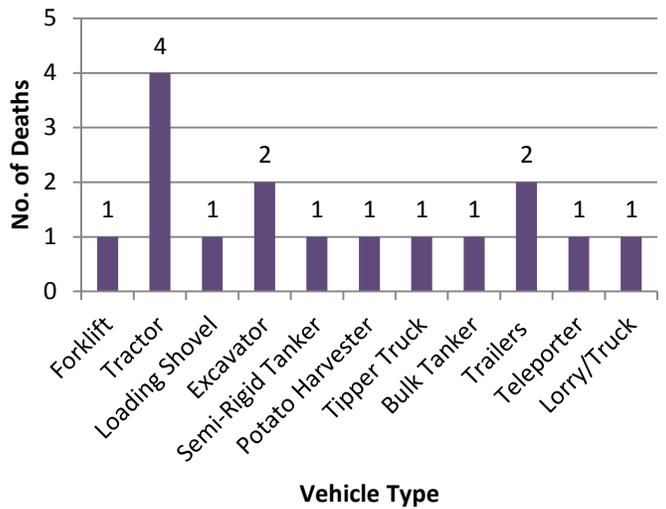


Figure 3: Workplace Transport Fatalities 2009, Main Vehicle Types involved in Fatalities.

Note: Total vehicle numbers do not equal total workplace transport fatality numbers as in certain fatalities more than one vehicle was involved.

Workplace Transport Fatalities 2009

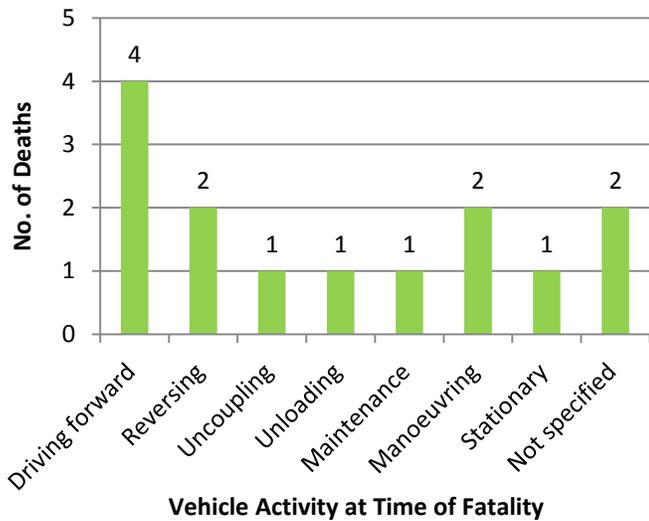


Figure 2: Workplace Transport Fatalities 2009, Vehicle Activity at Time of the Incident.

Workplace Transport Fatalities 2009

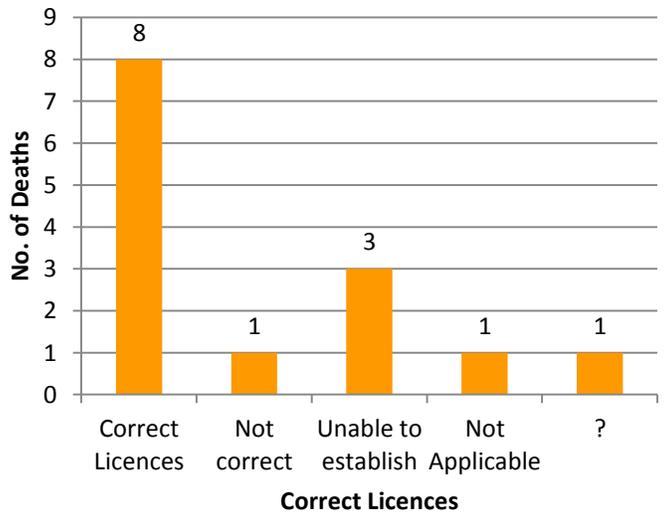


Figure 4: Workplace Transport Fatalities 2009, Driver's Correct Licence Possession at Time of Incident.

Workplace Transport Fatalities 2009

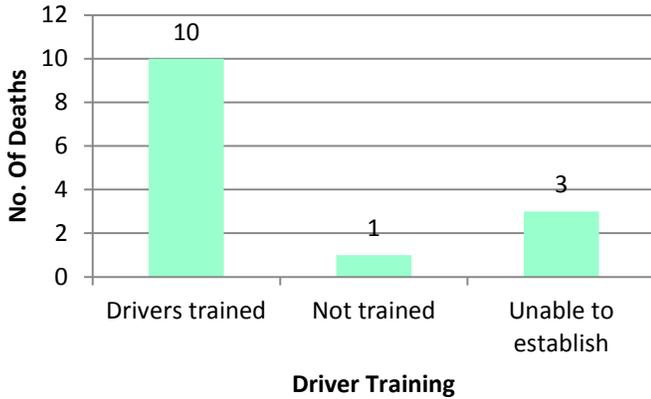


Figure 5: Workplace Transport Fatalities 2009, Driver's Training in Relation to Vehicle being Driven.

Workplace Transport Fatalities 2009



Figure 7: Workplace Transport Fatalities 2009, Status of Person Killed.

Workplace Transport Fatalities 2009

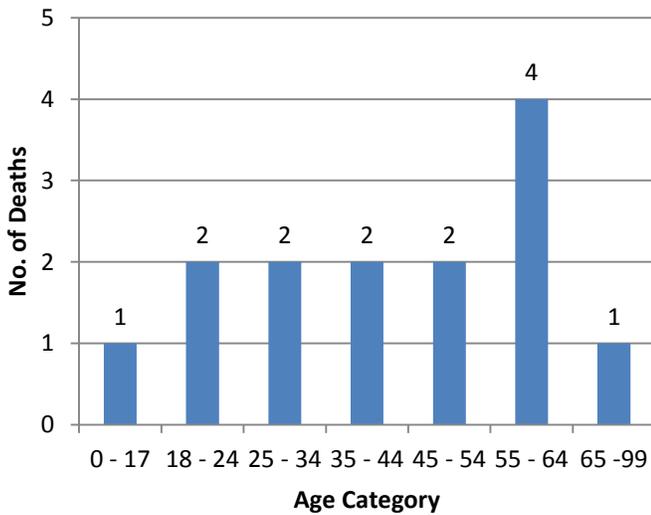


Figure 6: Age Category of People killed by Workplace Transport in 2009.

Workplace Transport Fatalities 2009

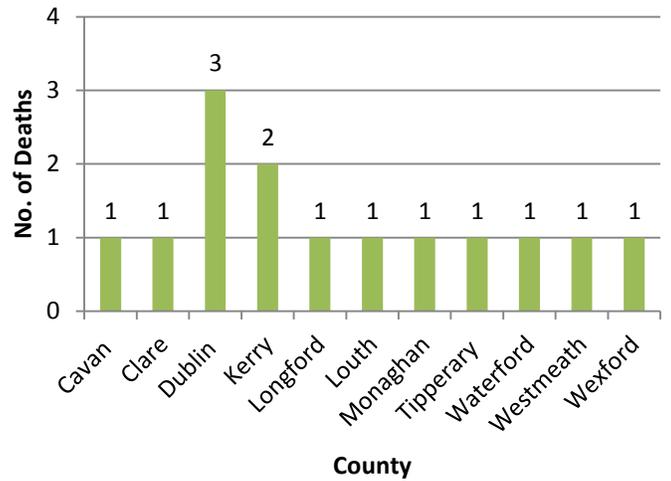


Figure 8: Workplace Transport Fatalities 2009 per County.

Workplace Transport Fatalities 2009

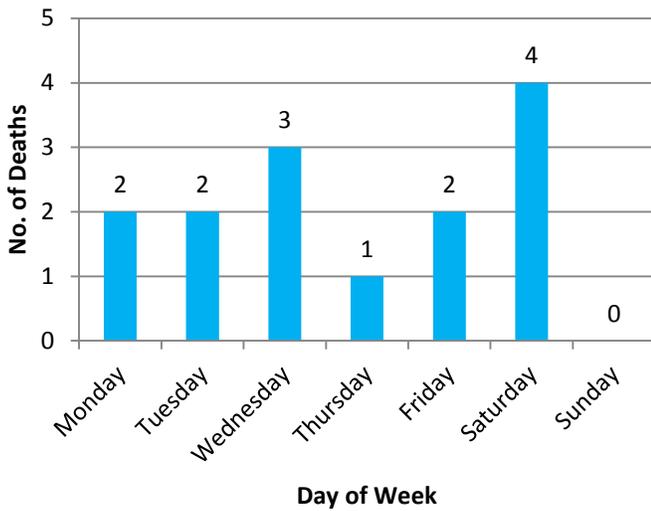


Figure 9: Workplace Transport Fatalities 2009 per Day of the Week.

Workplace Transport Fatalities 2009

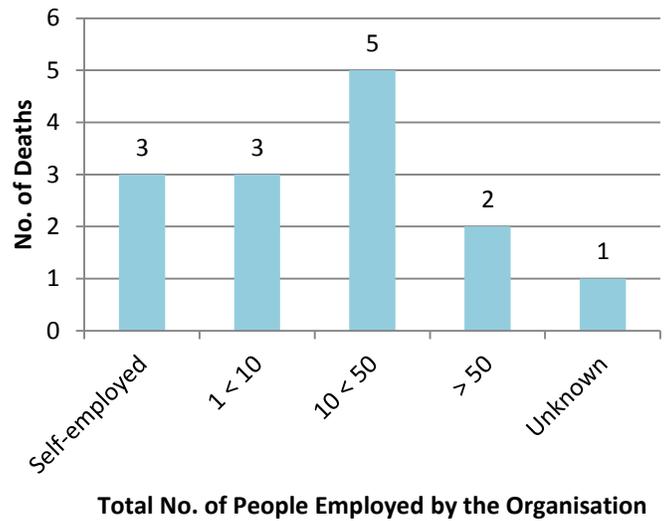


Figure 11: Workplace Transport Fatalities 2009, deaths per organisation size.

Workplace Transport Fatalities 2009

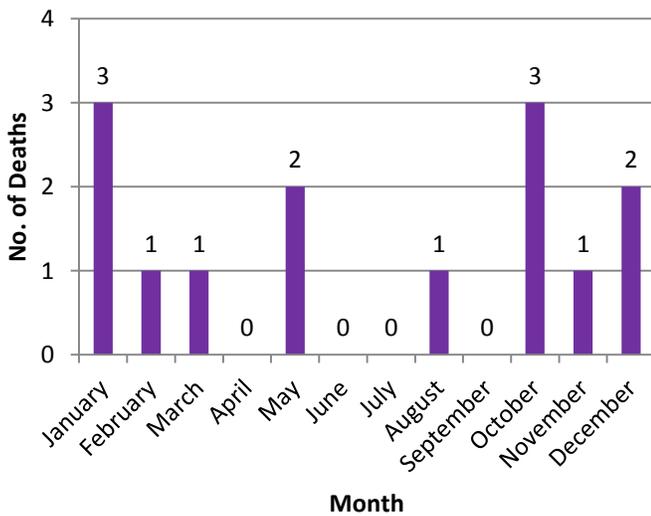


Figure 10: Workplace Transport Fatalities 2009 per Month.

Workplace Transport Fatalities 2009



Figure 12: Workplace Transport Fatalities 2009: Size of Organisation where death occurred.

Workplace Transport Fatalities 2009

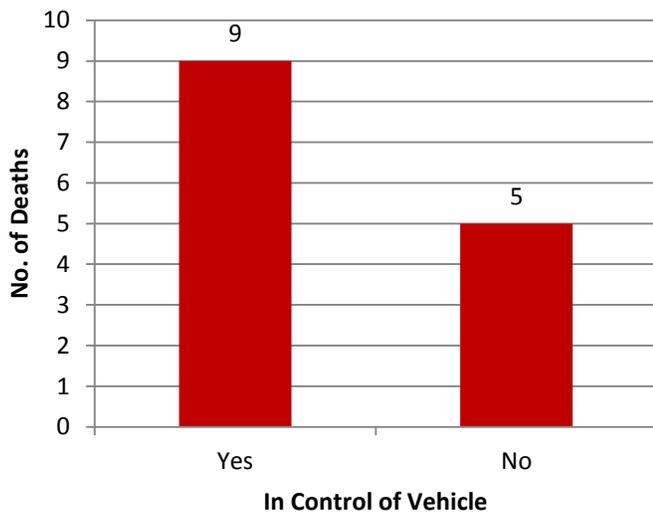


Figure 13: Workplace Transport Fatalities 2009, Control of Vehicle Statistics.

Workplace Transport Fatalities 2009

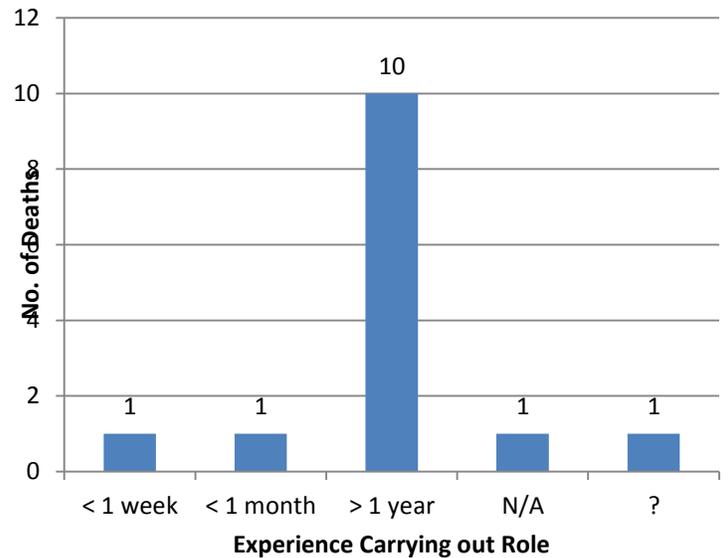


Figure 15: Workplace Transport Fatalities 2009, Accident Victim's Length of Time Carrying out the Job.

Workplace Transport Fatalities 2009

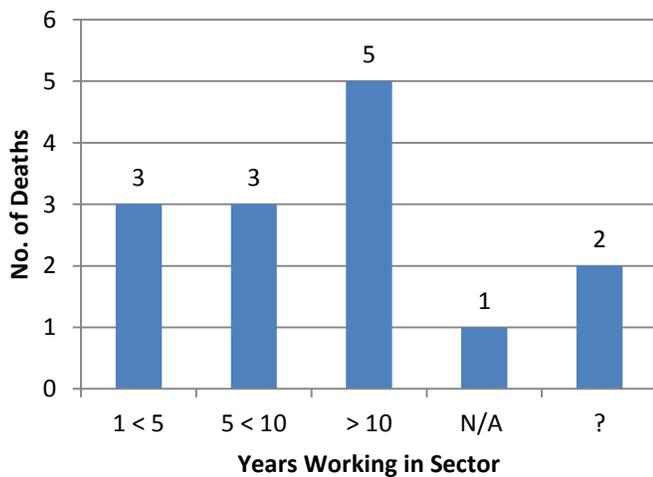


Figure 14: Workplace Transport Fatalities 2009, Number of Years Working in Sector.

Workplace Transport Fatalities 2009

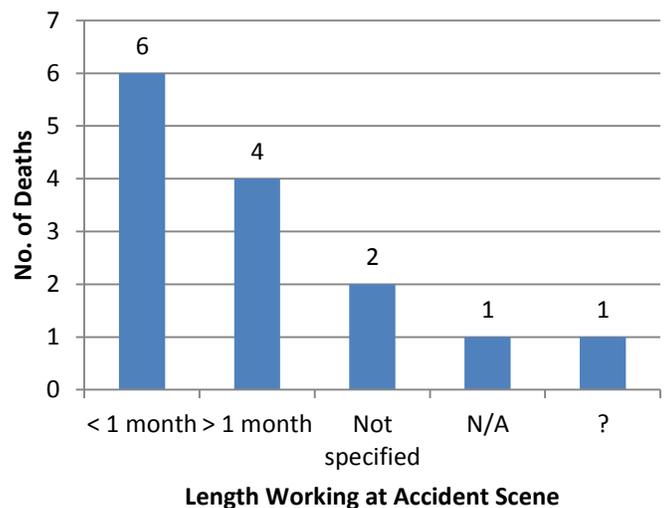


Figure 16: Workplace Transport Fatalities 2009, Accident Victim's Length of Time Working at Accident Location.

Workplace Transport Fatalities 2009

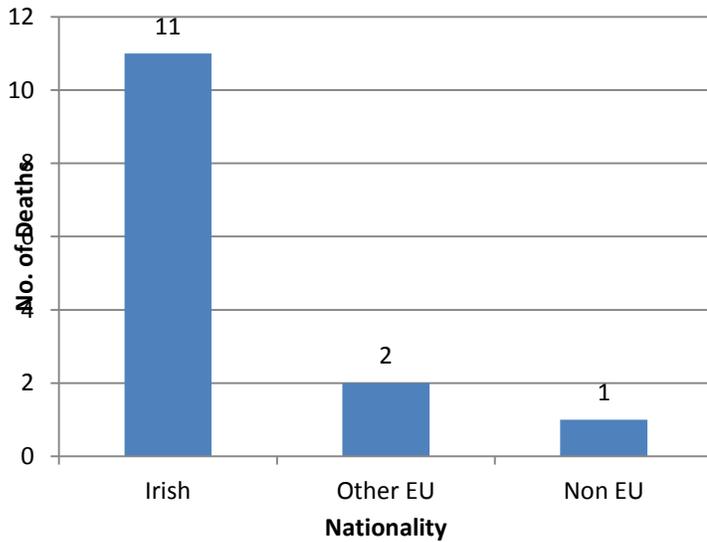


Figure 17: Workplace Transport Fatalities 2009 per Nationality

Work Related Road Fatalities

There were 4 work related road fatalities in 2009 involving 2 Gardaí and 2 professional drivers. Three fatalities involved driving for work incidents and 1 was classified as a working on or near a road fatality. The vehicles involved were two cars, a lorry and a road tanker. The fatal accident causes were 2 crashes, being hit or run over by a vehicle and a vehicle overturn. In two cases the victim was in charge of the vehicle. All victims were male.