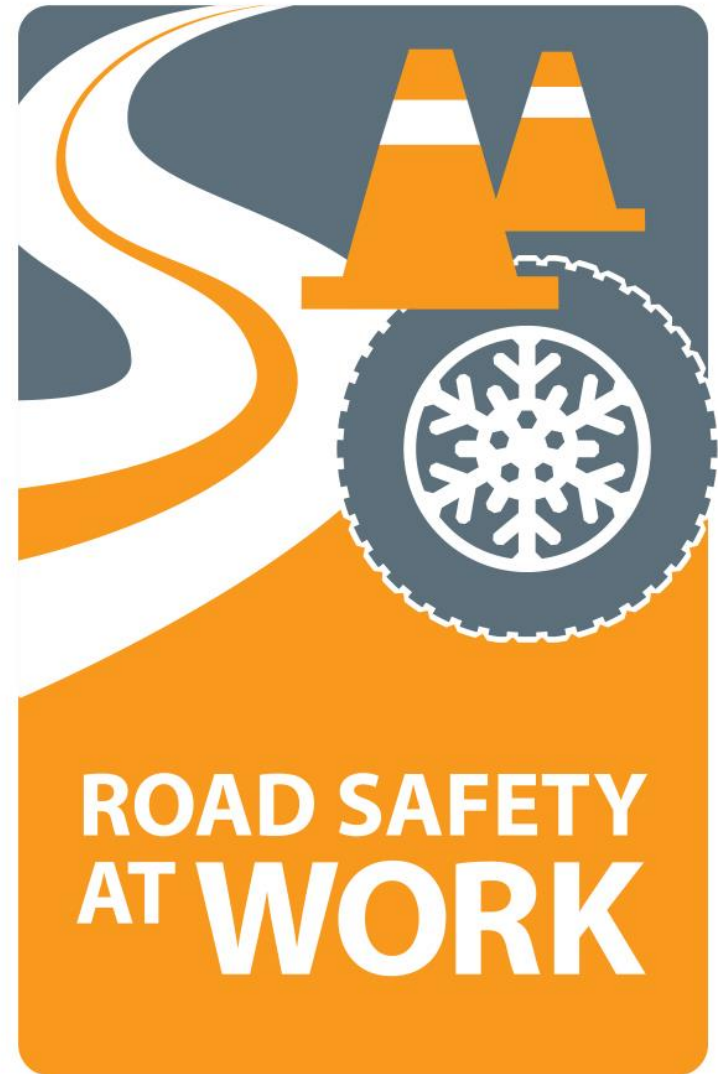


The WorkSafeBC Experience:

Improving occupational
road safety in BC

CARSP
June 12, 2018



Test your knowledge

What is the leading cause of traumatic workplace deaths in BC?

- a. Falls from heights
- b. Motor vehicle crashes
- c. Electrocution

Test your knowledge

What is the leading cause of traumatic workplace deaths in BC?

- a. Falls from heights
- b. Motor vehicle crashes**
- c. Electrocution

Test your knowledge

Employers' responsibilities for employee driving safety are the same whether an employee drives their own vehicle or a company-owned vehicle.

- a. True
- b. False

Test your knowledge

Employers' responsibilities for employee driving safety are the same whether an employee drives their own vehicle or a company-owned vehicle.

a. True

b. False

Test your knowledge

Which of the following is typically not considered work-related driving:

- a. Making deliveries/picking up supplies
- b. Driving between job sites/work locations
- c. Driving to meet with clients or patients
- d. Driving from home to primary work site



Test your knowledge

Which of the following is typically not considered work-related driving:

- a. Making deliveries/picking up supplies
- b. Driving between job sites/work locations
- c. Driving to meet with clients or patients
- d. Driving from home to primary work site**



The facts about work-related crashes in BC*

33% of traumatic work fatalities in BC

18 workers a year are killed on average

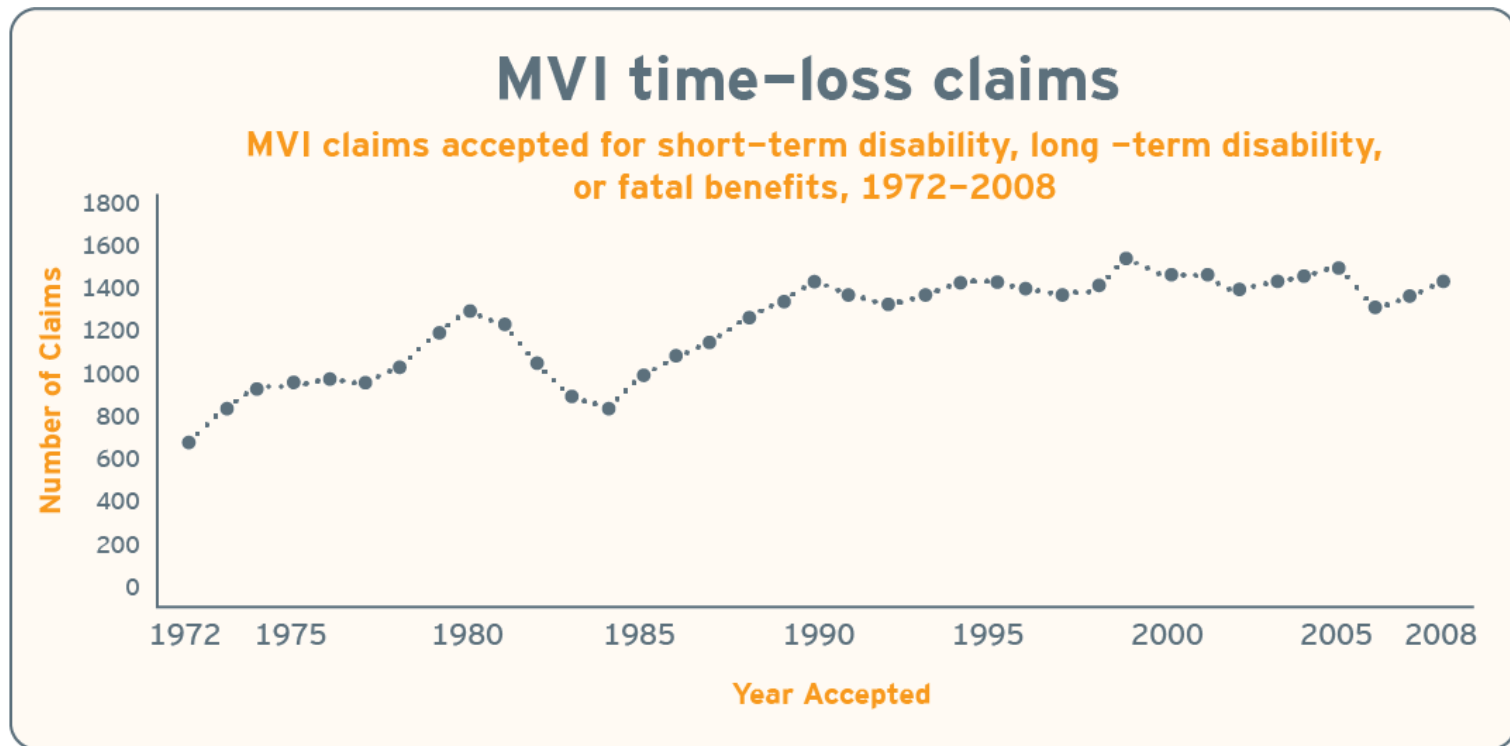
1,280 workers a year are injured and miss time from work

\$ per claim and # of days lost per claim are higher for motor vehicle crashes than other accident types

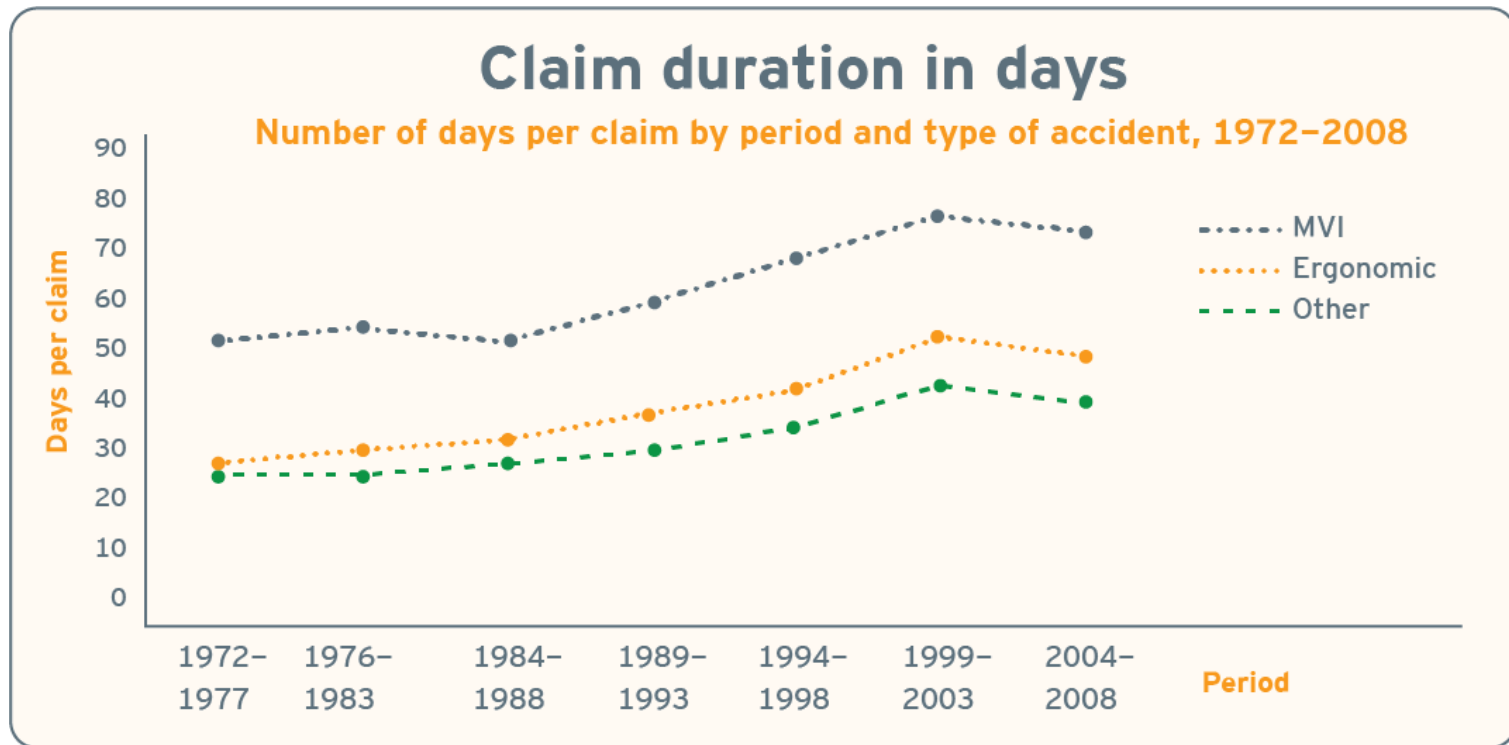
*2012-2016 data



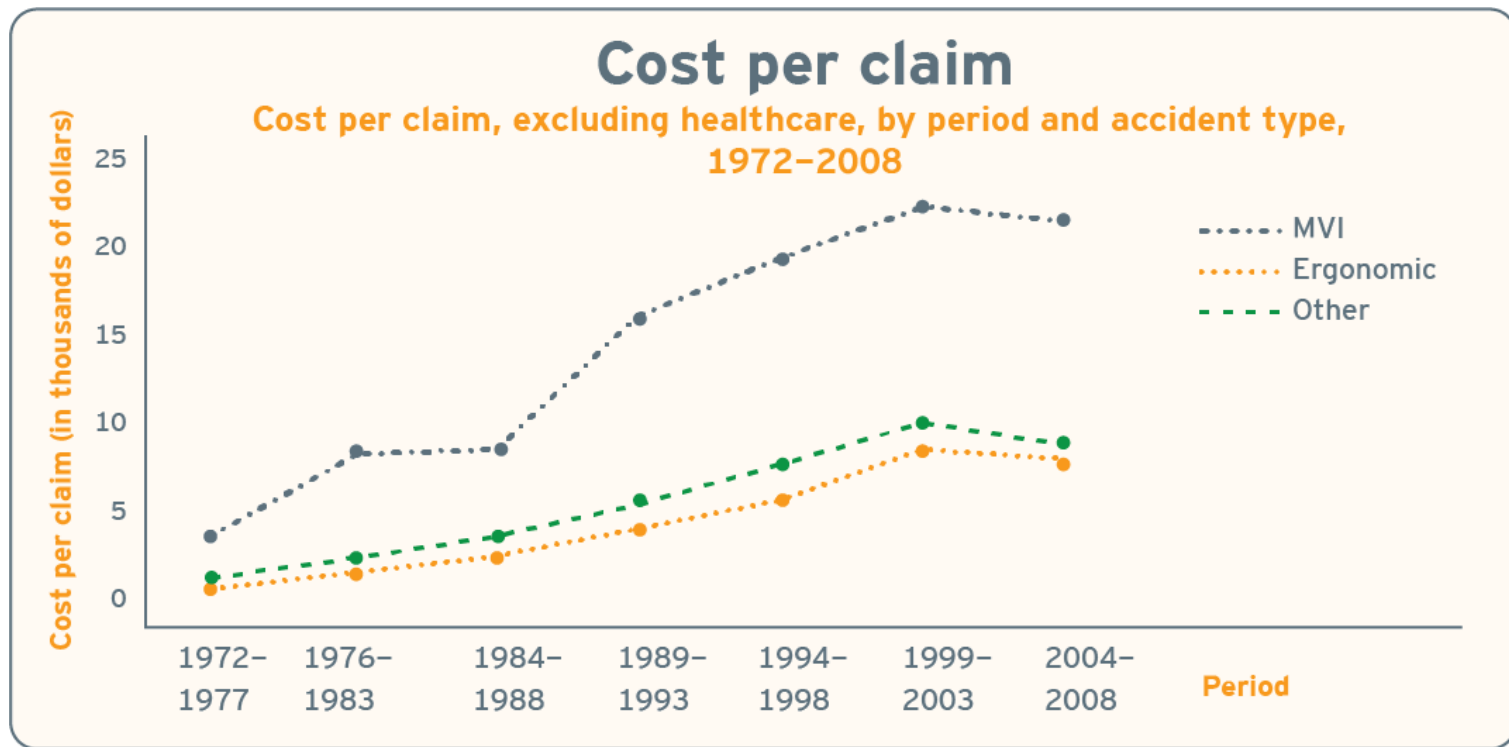
The impetus for action in 2008



The impetus for action in 2008



The impetus for action in 2008



Options considered

Internal unit	HSA-type model
<ul style="list-style-type: none">• Operate similar to other issues that span sectors• Increase operating budget• Hire FTEs	<ul style="list-style-type: none">• Contract with third-party to operate• Provide annual funding• Hire contractors

Funding model

- Road Safety At Work is funded through employer levies
- CUs are selected based on their average five-year MVI rate
- CUs that are members of HSAs that provide road safety resources addressing key components of a road safety program are exempt
- In 2018, 126 CUs (23%) are being levied (out of 547)

Operating model



Occupational Road Safety Initiative

Contractors

Programs

Other funders



Occupational road safety initiative



Road Safety At Work programs



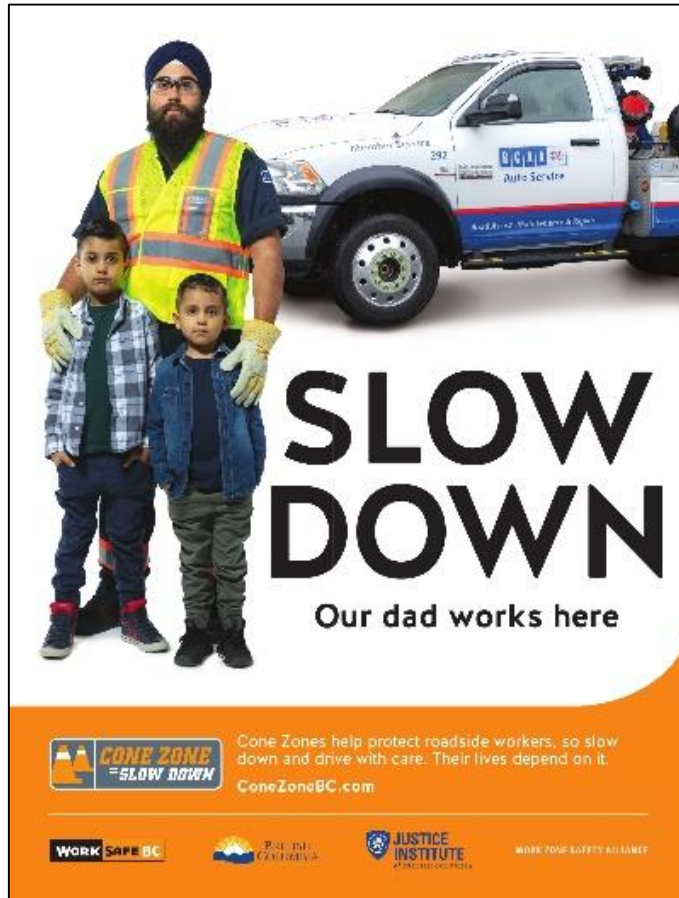
Work-related Driving Safety



- Online resources
- Workshops/webinars
- Online courses
- Advisory services
- RSAW Week

RoadSafetyAtWork.ca

Roadside Worker Safety



- Guided by Work Zone Safety Alliance
- Cone Zone campaign
- Employers toolkit

ConeZoneBC.com



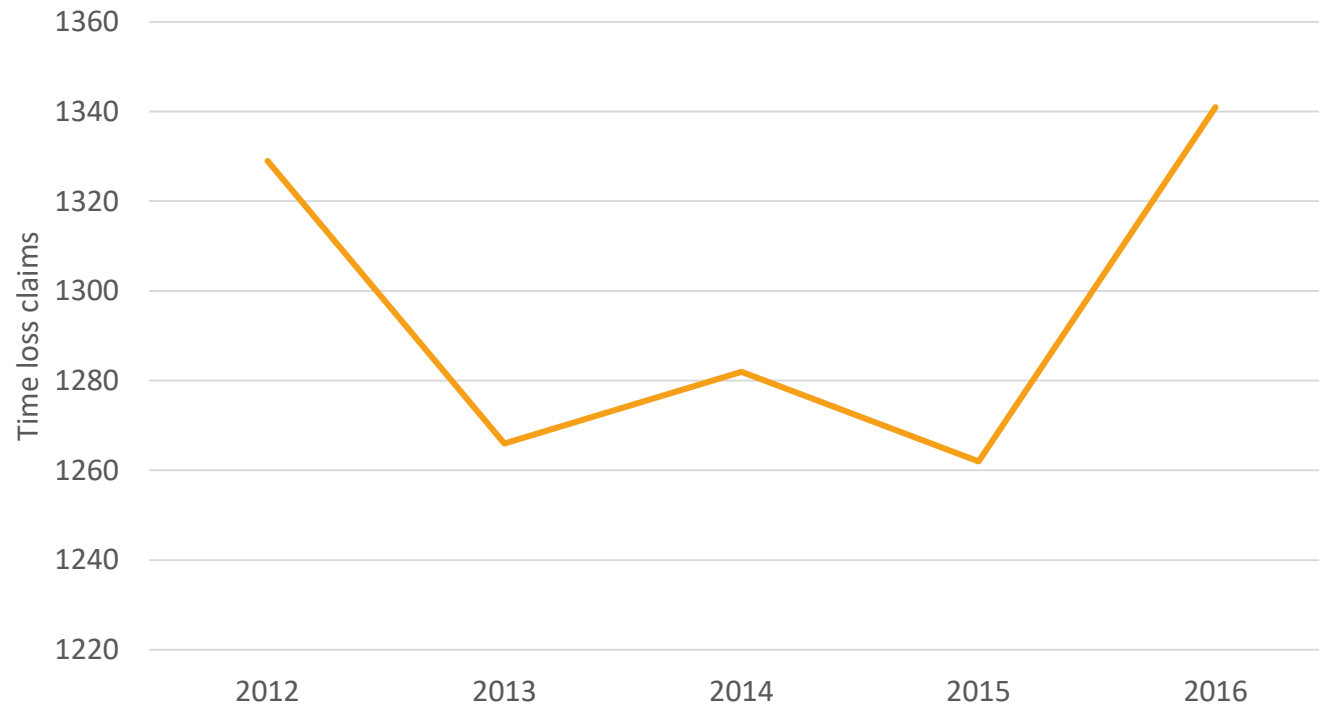
Winter Driving Safety



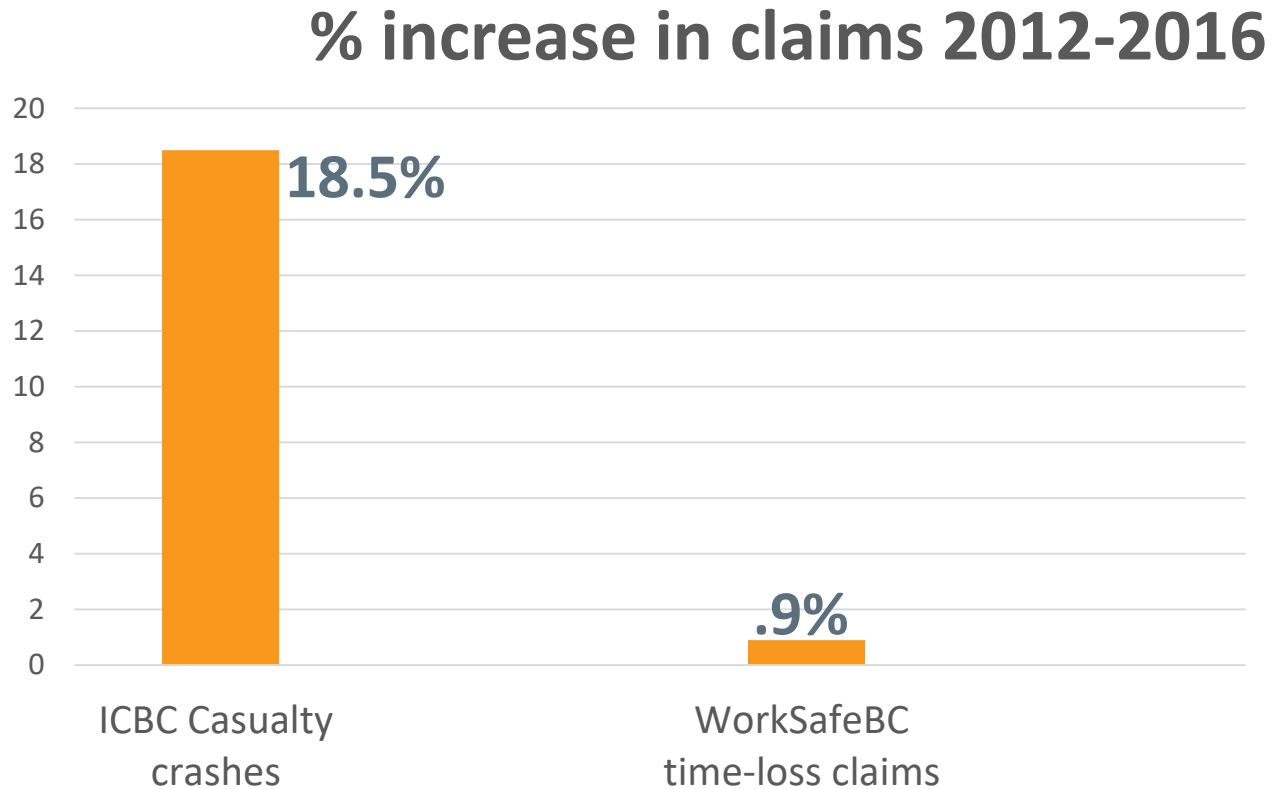
- Guided by the Winter Driving Safety Alliance
- Shift into Winter campaign
- Online employer toolkit and course

Results so far

MVI time-loss claims 2012-2016

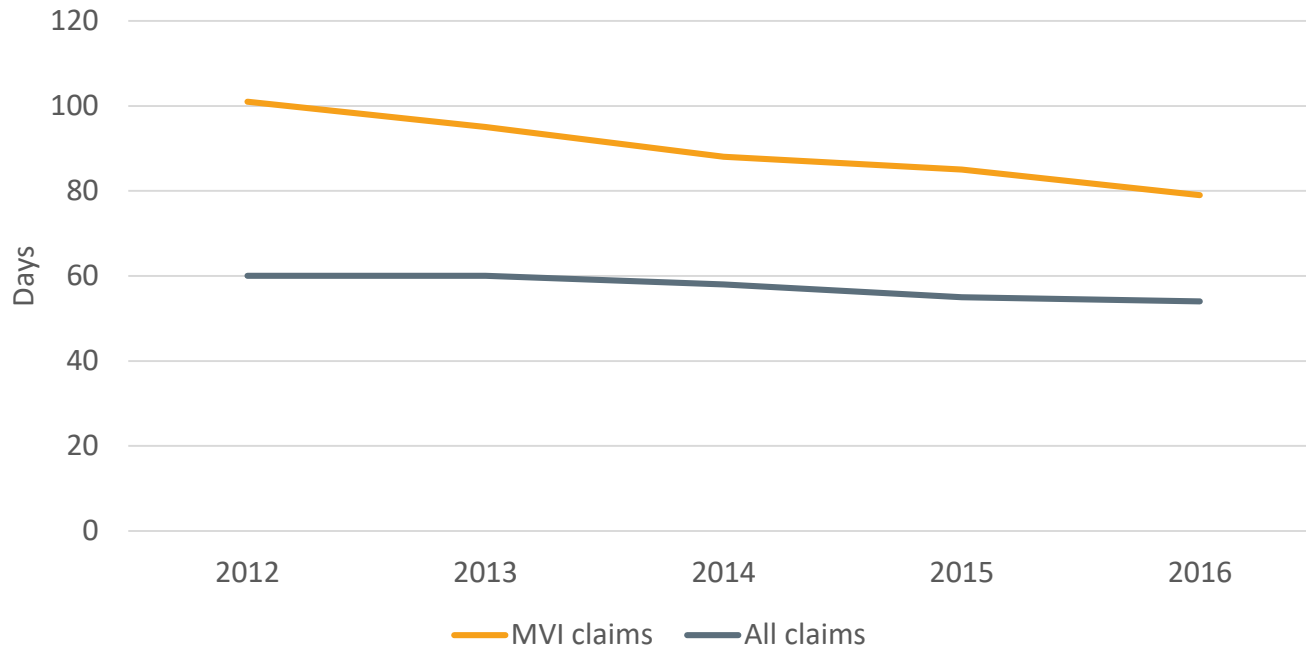


Results so far



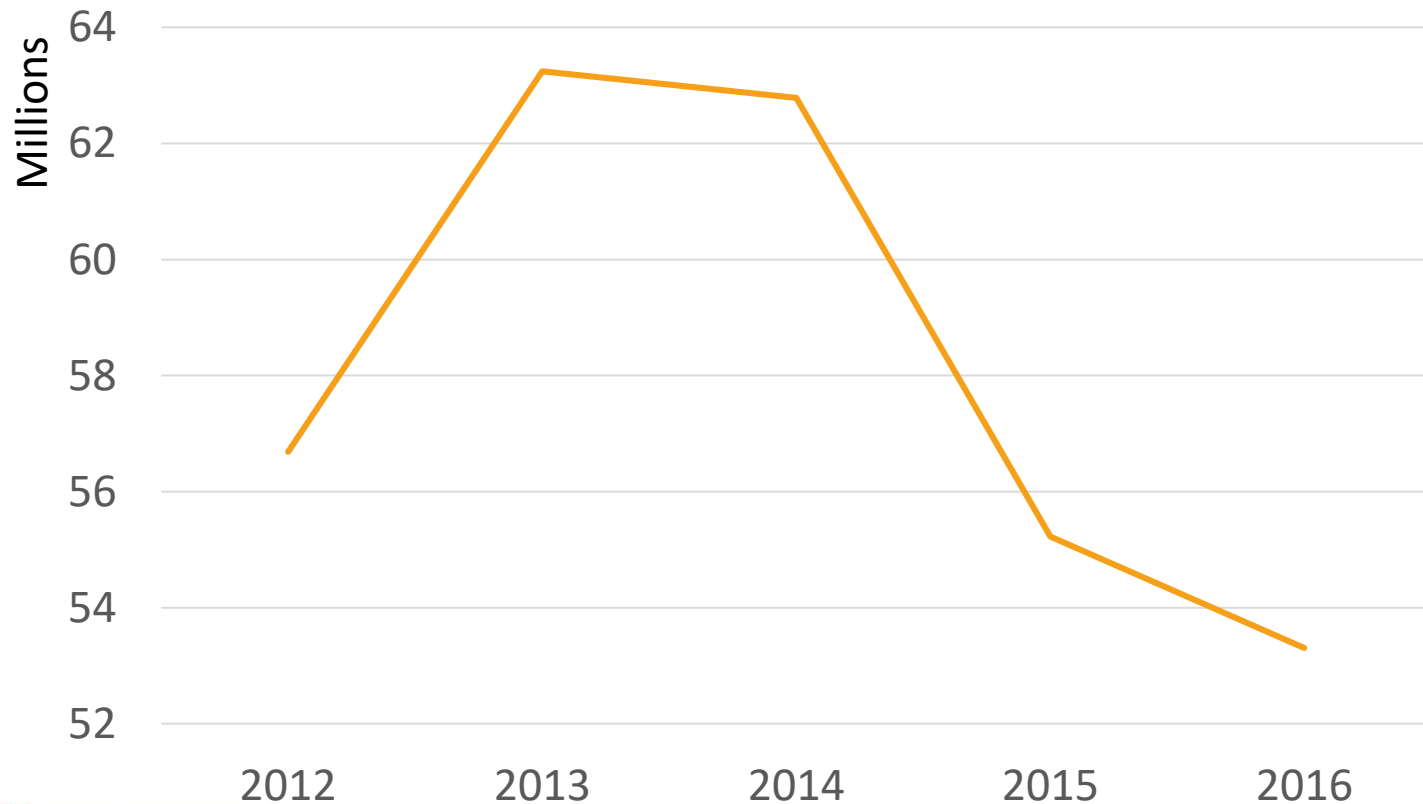
Results so far

Ave. # days of short-term duration (STD) claims 2012-2016



Results so far

MVI total claims costs



Lessons learned

- Fully engage stakeholders at the outset
- Create stakeholder groups to enhance buy-in
- Identify target audience(s)
- Hire contractors with complementary skills (communications, marketing, financial and project management, occupational health and safety)

Lessons learned

- Focus on a small number of key issues
- Develop robust content and make it available for free
- Offer a variety of services (online, workshops, webinars, advisory)
- Direct funds to advertising
- Approach stakeholders to become funders

Questions?