Occupational Light Vehicle-Use: A research driven strategy to improve surveillance and inform policy.

1. Road crashes are the third most common cause of traumatic work related death, injury and absence from work (please choose one correct answer):
   a. True, they are the third most common following falls and electrocution.
   b. True, they are the third most common following falls and crush injury.
   c. False, they are the most common cause.
   d. False they are not a common cause in Australia.

2. What age group of OLV drivers are most at risk of death, injury and absence from work as a result of involvement in road crashes (please choose one correct answer):
   a. 18 – 54 year olds
   b. 55 – 64 year olds
   c. 65 year olds plus
   d. Such data is not available

3. Occupational Light Vehicle (OLV) Use includes which of the following (please choose all correct answers):
   a. Vehicles used by drivers/passengers while working (on paid time)
   b. Vehicles used by drivers/passengers while commuting to and from work.
   c. Vehicles used by drivers/passengers while commuting between workplaces on unpaid time.
   d. Sedans, station wagons, vans, pick-up trucks, utilities weighing less than 4.5 tons and seating less than 13 persons.

4. In 2009-10, Notified Fatalities were equal for heavy and OLV. True or false:
   a. True
   b. False

5. Should an occupational health and safety model apply to OLV use (please choose all correct answers):
   a. Yes, because the vehicle is the workplace when being used for work and the road the work environment.
   b. No, OLV users are covered by Road Safety Models that focus on driver behaviours.
   c. No, a focus on driver behaviour to avoid accidents is more appropriate.
   d. Yes, it has been suggested that we need to discard the Road Safety Model notion of a focus on driver error & move to integrated systems addressing all risk factors used in industrial safety.
6. The assumption is that the majority of OLV users drive fleet cars that are relatively new (under two years old). Is this actually the case (please choose one correct answer):
   a. No, 50% of load-shaped OLV vehicles are actually over 5 years old.
   b. No, 50% OLV users drive cars over 10 years old.
   c. Yes, more than 75% of OLV users drive cars that are under 2 years old
   d. Yes, the majority of OLV drivers have fleet cars supplied by government agencies.

7. Do best practice standards for occupational light vehicle use apply, as for other workplace tools or plant (please choose one correct answer):
   a. Yes, but very few employers apply them.
   b. Yes there are standards that the majority of workplaces adhere to.
   c. No there are currently no standards.
   d. No there are no standards required as OLV are not a true workplace.

8. What are the causes of some of the current gaps in OLV data (please choose all correct answers):
   a. Statistics tend to include only company cars, not other cars that are also used in work.
   b. Injury burden is often shifted to motor accident insurance and public health systems rather than workers compensation.
   c. There is little formal recording/surveillance of OLV accidents is currently occurring.
   d. Definitions for OLV users are lacking, with many failing to cover non-traditional work arrangements.

9. OLV casualties and fatalities do occur. Which of the following are true about risk factors (please choose one correct answer):
   a. Casualty risk factors included tired driver, no seat belt use and excessive speed.
   b. Fatality risk factors were no seat belt and high-speed zone crash.
   c. Vehicle age and features are key risk factors for accidents causing both casualties and fatalities.
   d. A and B are both correct.

10. NSW is the only current Australian state in which a vehicle must be registered specifically for work use, if it’s used substantially for work purposes rather than social, recreational or domestic purposes. True or false:
    a. True
    b. False

Answers:
1. c  2. c  3. a, d  4. a  5. a  6. a  7. a  8. a, b, c, d  9. d  10. a