

# The Development of a Grey Fleet Safety Management Framework

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## Abstract

Many organisations are moving towards a model of reducing the number of organisationally owned vehicles in favour of increasing Grey Fleet (privately owned vehicles used for work purposes). Despite legislation outlining responsibilities and obligations associated with the management and safety of Grey Fleet, there are a number of inherent challenges relating to Grey Fleet risk management. A series of industry attended workshops were conducted across three states in Australia seeking input from stakeholders representing in excess of 50 organisations proving input into development of a Grey Fleet management framework. The Grey Fleet management framework incorporates results from case studies used to highlight themes such as stakeholder responsibilities relevant to safety issues, along with including processes and guidance designed to improve Grey Fleet safety through risk mitigation.

## Background

Work driving safety has previously been identified as potentially one of the most at risk work activities undertaken by workers while working (Wishart 2015; Mitchell, Friswell, & Mooren, 2012; WHO, 2004; Haworth, Tingvall, & Kowadlo, 2000; Wishart, Rowland, Freeman, & Davey, 2011). An area of work related driving that is gaining increased attention is known as Grey Fleet. Grey Fleet is a term used to depict vehicles used for work purposes that are not owned or leased by the organisation but rather primarily involve the use of private vehicles for work purposes. Grey Fleet is a particularly problematic area of Fleet safety management as although legislation specifically states obligations and responsibilities associated with the safe use of a vehicle used for work, a greater range of challenges are present due to the organisation not having the same control over those vehicles as those they directly own. Furthermore, safety issues associated with Grey Fleet are expected to increase as organisations decrease traditional Fleet sizes in response to reducing the organisations measurable environmental impact and directly attributable crash costs.

## Aim & Methodology

To assist organisations in better managing risk and safety associated with Grey Fleet this project aimed to develop a comprehensive Grey Fleet safety management framework. A series of workshops are currently being conducted across three Australian states involving key Grey Fleet operators and stakeholders representing over fifty organisations utilising Grey Fleet operations. The workshops are being conducted inviting stakeholders to identify and define Grey Fleet, highlight specific safety issues relevant to Grey Fleet and diverse industry settings, and develop potential strategies and solutions to be included within the Grey Fleet safety management framework. Each workshop involves a structured focus group approach and qualitative analysis is being undertaken to identify current and recurring themes particularly relevant to industry to be incorporated within the Grey Fleet safety management framework.

## Outcomes

As a result of focus group workshops and industry and academic feedback, a Grey Fleet risk management safety guide framework has been developed incorporating content applicable to themes, issues and strategies identified relating to the driver and the organisation. Upon completion of the initial draft Grey Fleet safety management guide (March 2017), a panel of experts were consulted for final feedback and comment. This feedback was then incorporated into the second

stage development of the Grey Fleet Safety Risk Management Framework Guide applicable to industry. This version was further disseminated to industry stakeholders for additional review in July 2017 to ensure practical applicability of the guide across all sectors of business, utility and health care Grey Fleet operations. The final version of the Grey Fleet Safety Management Framework will be subsequently made freely available to industry and stakeholders along with future development of a series of educational workshops.

## References

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