



RSA

HGV drivers: casualty trends & overview of survey findings

Driving for work seminar, November 2025

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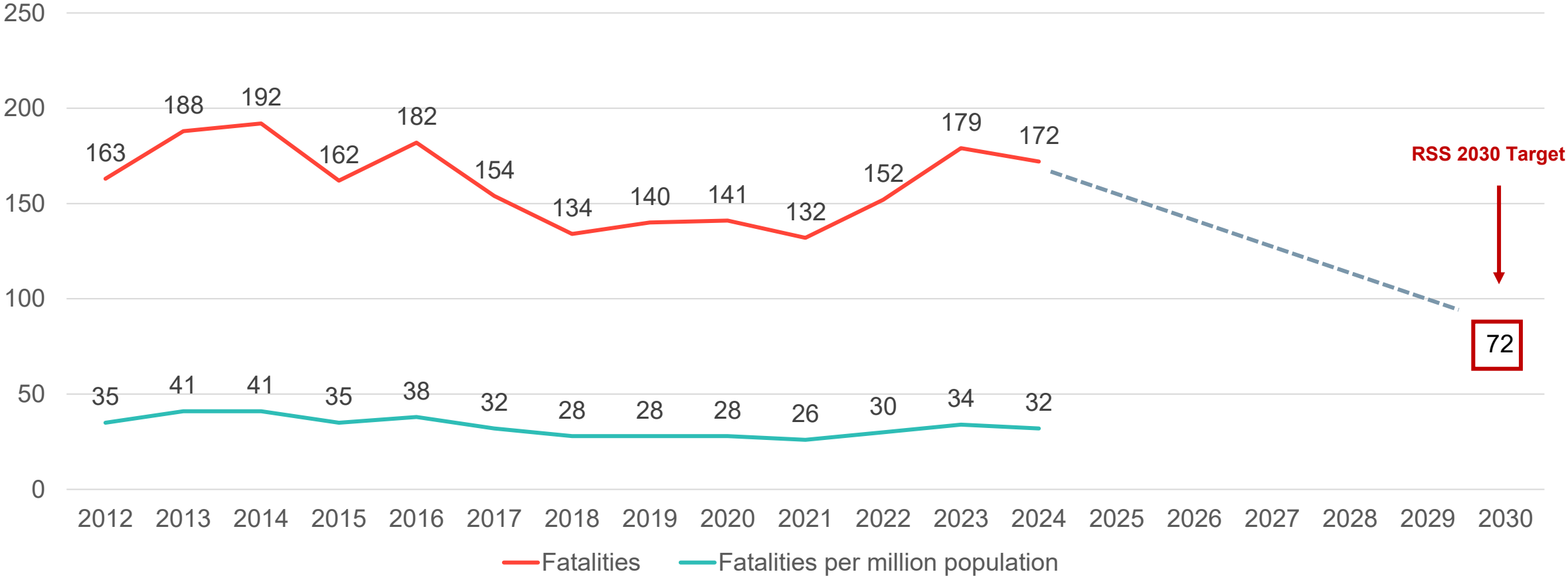
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Casualty trends

Trip purpose 'driving for work'

Vehicle type

Long term trend fatalities

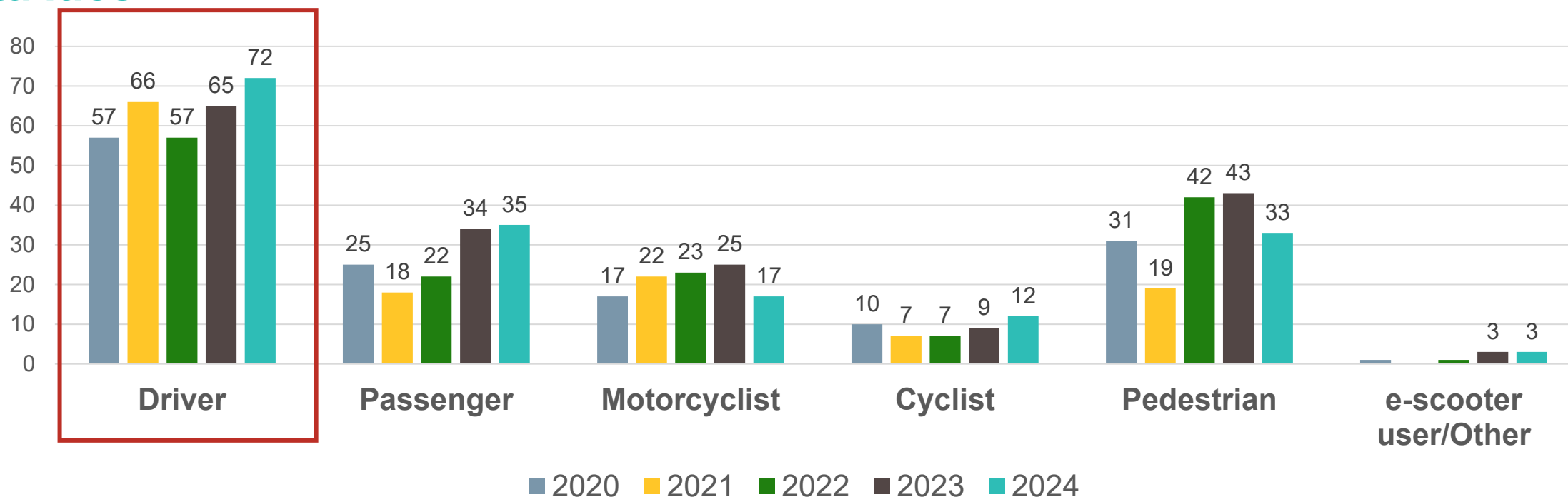


Figures for 2021 to 2024 are provisional and subject to change



Road User profile last five years (2020-2024)

Fatalities



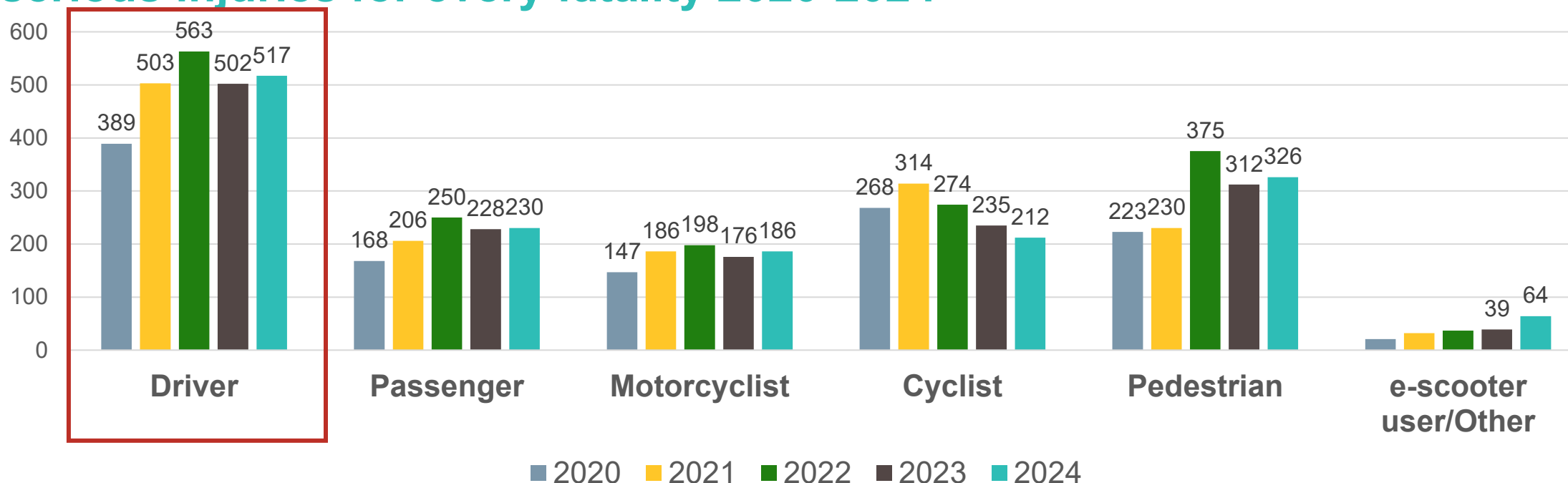
10% of **drivers killed** were driving for work – male, mostly 36-55yrs, LGV and car drivers.
25% of **drivers involved** in fatal collisions were driving for work – male, 36-55, 62% were LGV and HGV drivers.

Note: All data for 2021 onwards are provisional and subject to change.



Road User profile last five years (2020-2024)

10 serious injuries for every fatality 2020-2024



13% of drivers seriously injured were driving for work.
18% of drivers involved in serious injury collisions were driving for work.
Majority male, 36-55 yrs, greatest share car drivers, followed by LGV drivers.

Note: All data for 2020-2023 are provisional and subject to change.



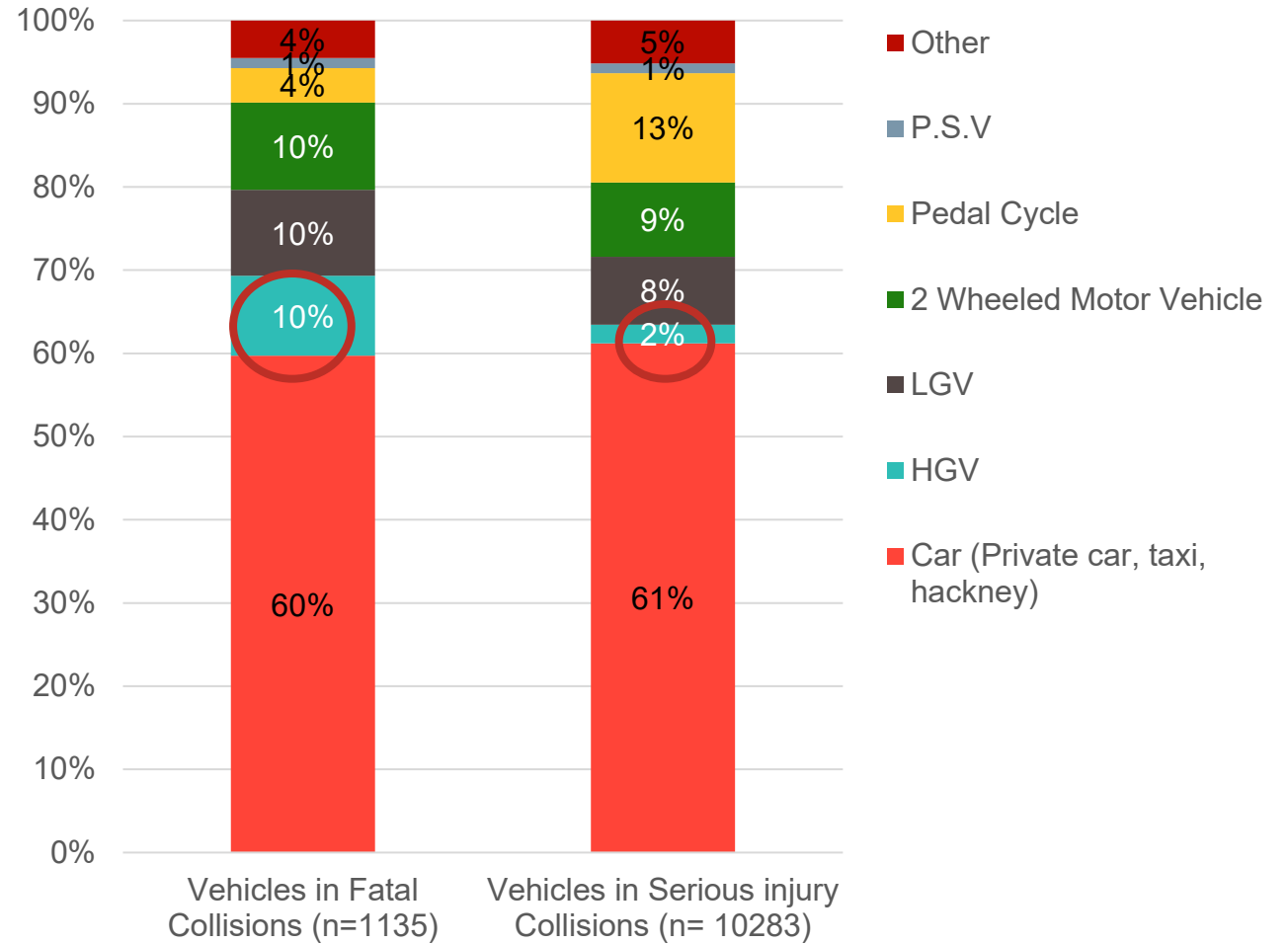
Vehicles involved in fatal and serious injury collisions



2020-2024

Of vehicles involved in fatal collisions, HGVs represent 10%.

The corresponding figure for HGVs in serious injury collisions is 2%.



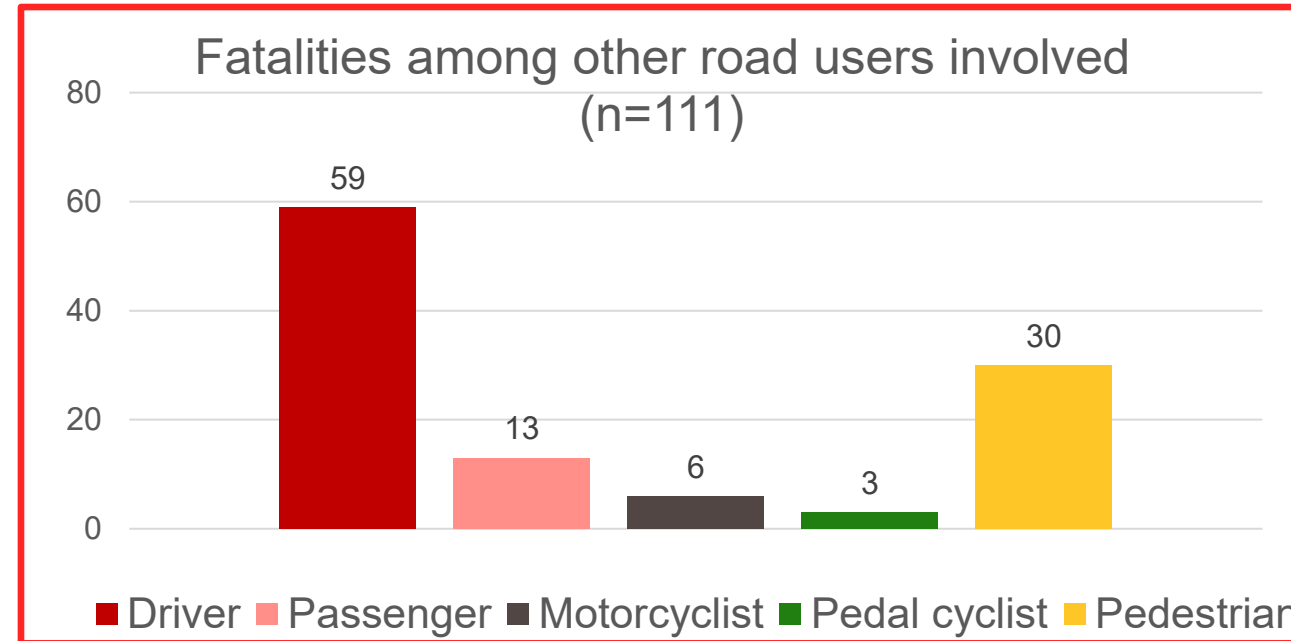
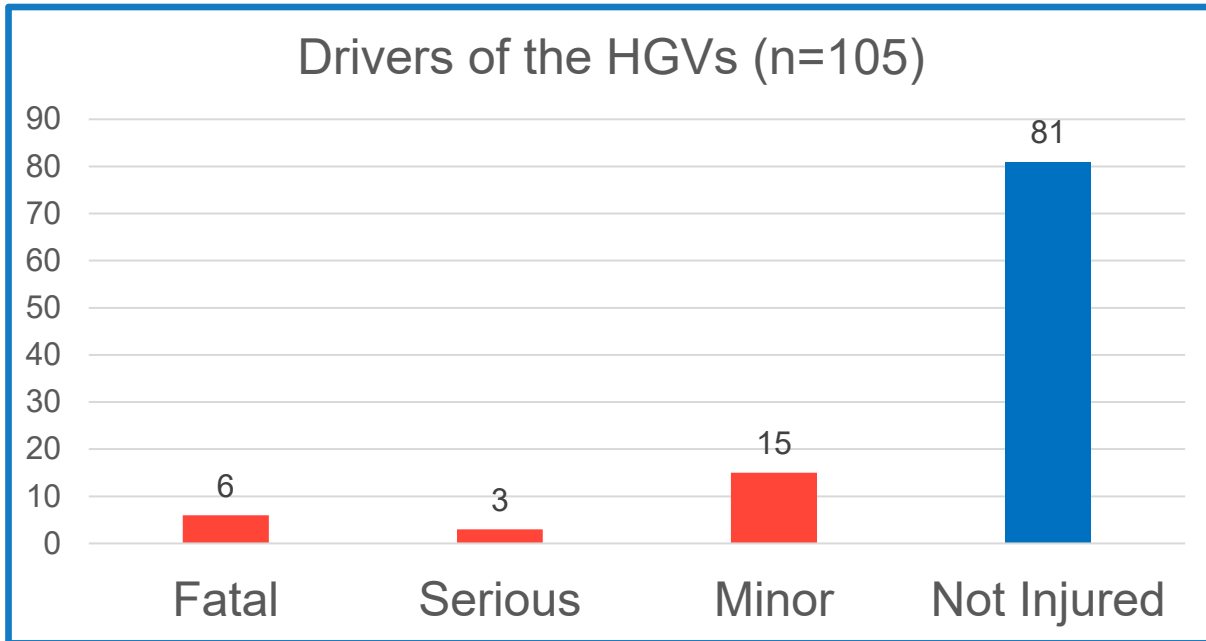
Figures are provisional and subject to change.

Injury status of road users involved in fatal collisions with HGVs

2020-2024

Majority of HGV drivers not injured.

Driver of other vehicle or a pedestrian most likely to be killed



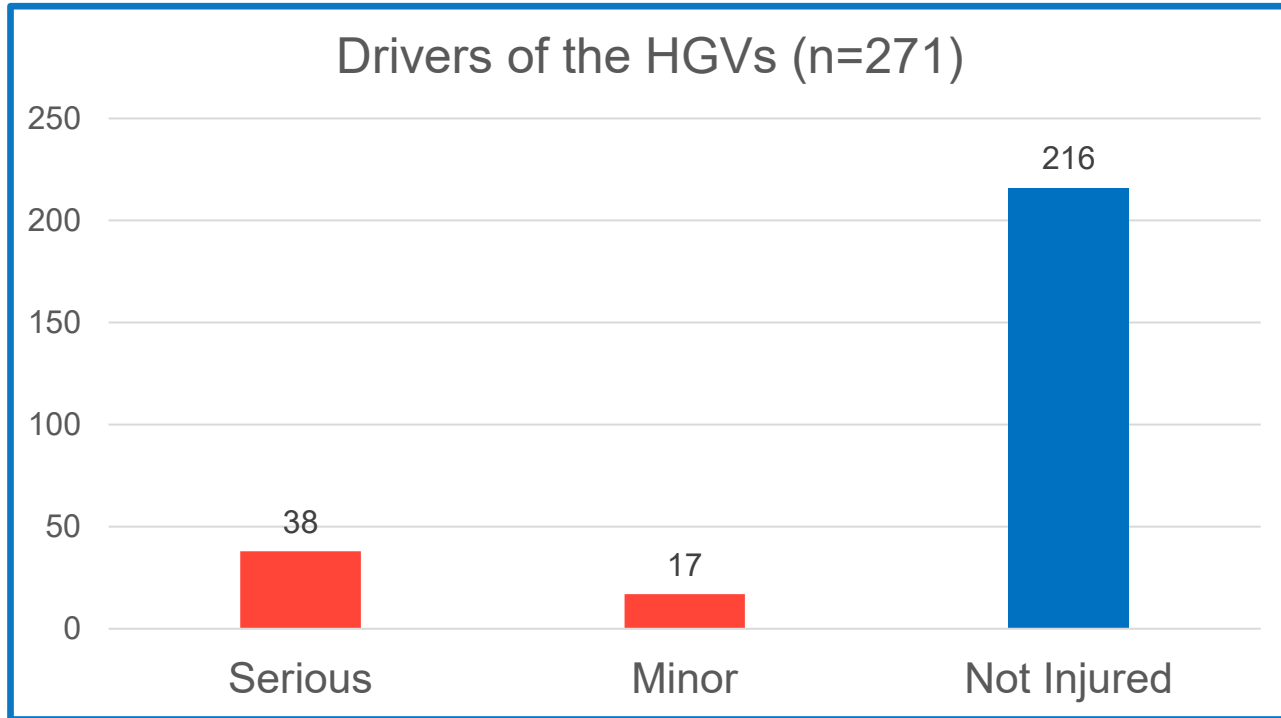
Note, 109 HGVs were identified but there are 105 corresponding drivers in the data at present.

Figures are provisional and subject to change.



Injury status of road users involved in serious injury collisions with HGVs

2020-2024



The **driver of the other vehicle** is most likely to be seriously injured, but passengers and VRUs also feature.

Those seriously injured include:

- 128 drivers
- 33 passengers
- 40 pedal cyclists
- 29 pedestrians
- 14 motorcyclists
- 4 e-scooter users

Note, 277 HGVs were identified but there are only 271 corresponding drivers in the data at present.

Figures are provisional and subject to change.

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Professional Drivers Survey 2024

Fieldwork November 2024

Research background & objectives



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The objectives of this comprehensive survey were to profile Professional Drivers, including their working hours, and to assess their attitudes and behaviours in relation to Safety Training, including Driving for Work policies, Dangerous Driving, In Vehicle Features, and Enforcement.

The survey was conducted online with participants recruited through RSA social and other media channels.

The fieldwork was conducted from November 2024 and achieved an impressive sample of 998 Professional Drivers – 620 HGV drivers, 427 Bus drivers

All participants were:

- Resident on the Island of Ireland
- Possess a valid Driver Certificate of Professional Competence (CPC)
- A driver of a Heavy Goods Vehicle or a Bus for work
- Possess a category B, C or D driving licence



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Research background & objectives

Presentation approach

- ▮ This comprehensive survey will be published in full on the **RSA website today**.
- ▮ The survey includes responses from **bus and HGV drivers**, across a large number of variables, including demographics.
- ▮ This presentation highlights a selection of **key findings** in relation to **HGV drivers only**.
- ▮ **Topics** include collision involvement, prevalence of dangerous behaviours, perceptions of challenging road conditions, positive behaviours, policies and training.

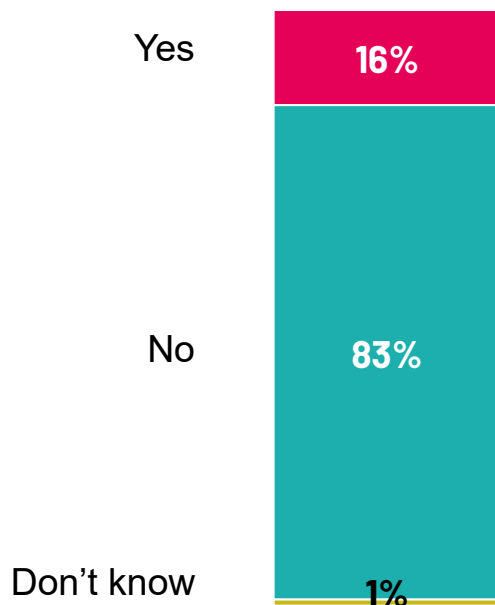


Collisions and near misses

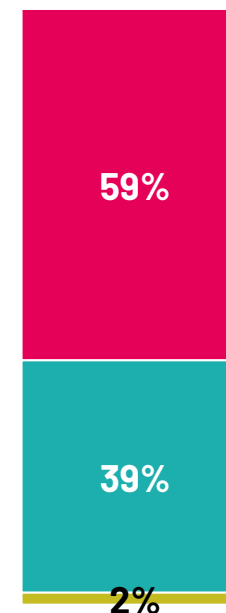
Base: All HGV drivers = 620



Past 3 years - Involved in **collision** driving bus/truck in which a person was injured (incl. self) or damage to any vehicles?



In the last three years have you ever been involved in a **'near miss'** while driving a bus/truck?



Q. Past 3 years - Involved in collision driving bus/truck in which a person was injured (incl. self) or damage to any vehicles?

Q. In the last three years have you ever been involved in a 'near miss' while driving a bus/truck?



Dangerous behaviours explored in survey

Frequency of engagement: *How often do you...?*

 Intoxicated driving

 Distracted driving

 Fatigue

 Speeding

Responses: based on 'at least sometimes' (Sometimes, often, very often)



Dangerous behaviours: Intoxicated driving

Base: All HGV drivers = 620

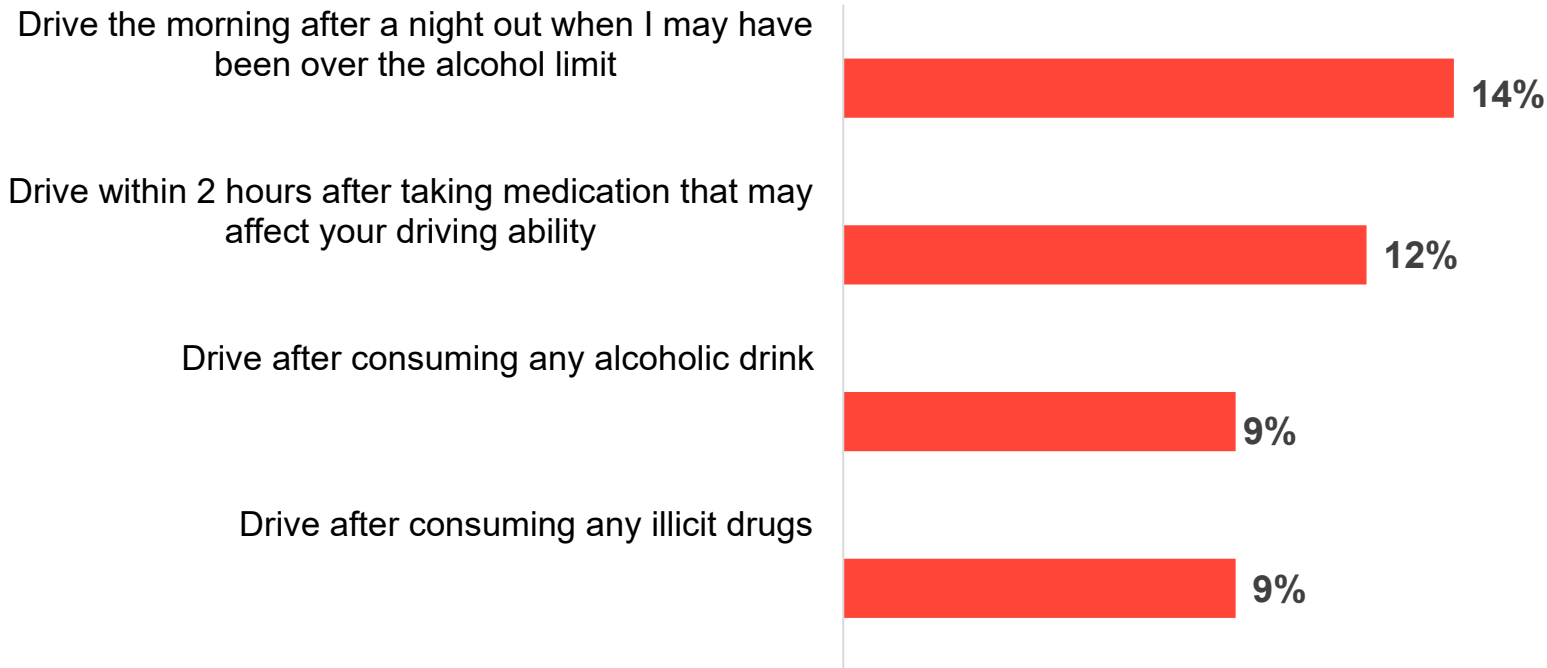


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'At least sometimes'



>2 in 3 HGV drivers support measures to reduce intoxicated driving.

Q. How often do you do each of the following while driving a bus/truck on a scale of 1 to 5, where 1 is 'Very often' and 5 is 'Never'? Percentages include responses of 'sometimes', 'often', and 'very often'.



Dangerous behaviours: Distracted driving

Base: All HGV drivers = 620

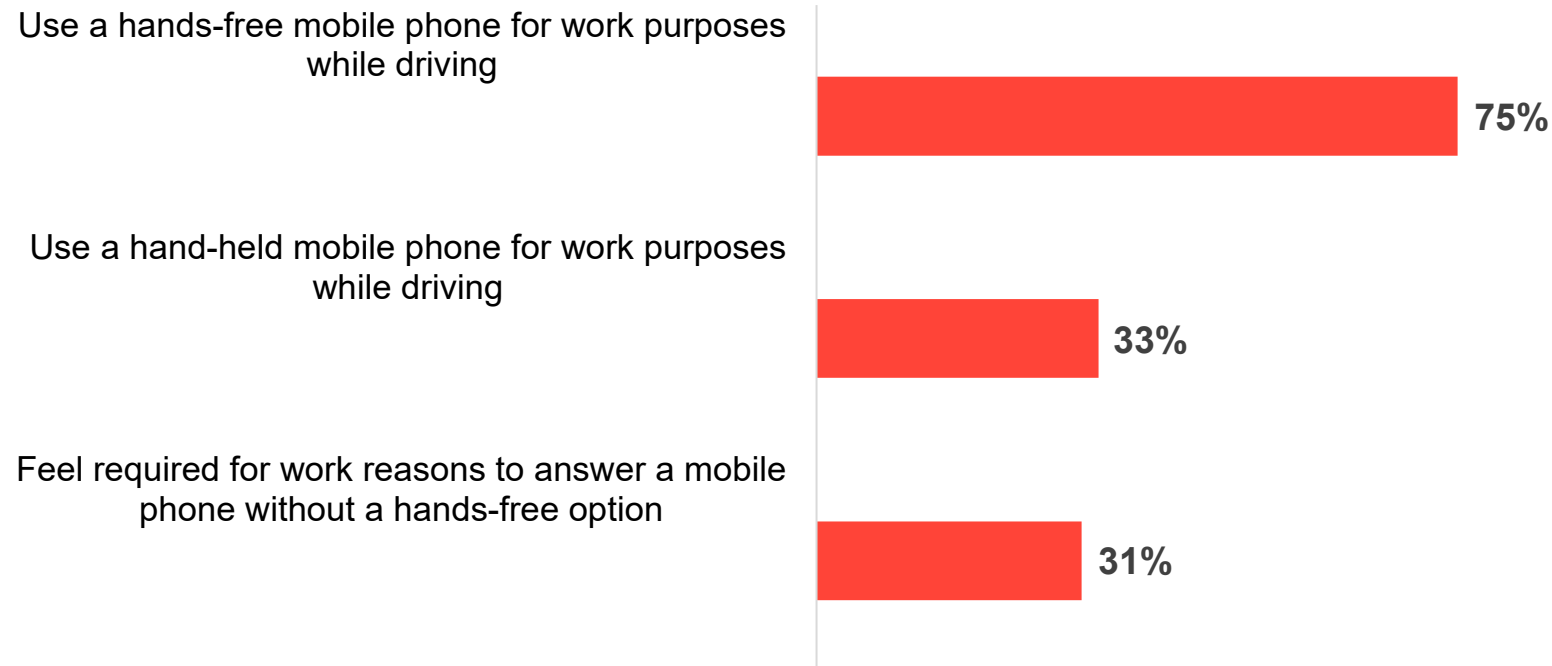


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'At least sometimes'



Q. How often do you do each of the following while driving a bus/ truck on a scale of 1 to 5, where 1 is 'Very often' and 5 is 'Never'? Percentages include responses of 'sometimes', 'often', and 'very often'.



Dangerous behaviours: Fatigue

Base: All HGV drivers = 620

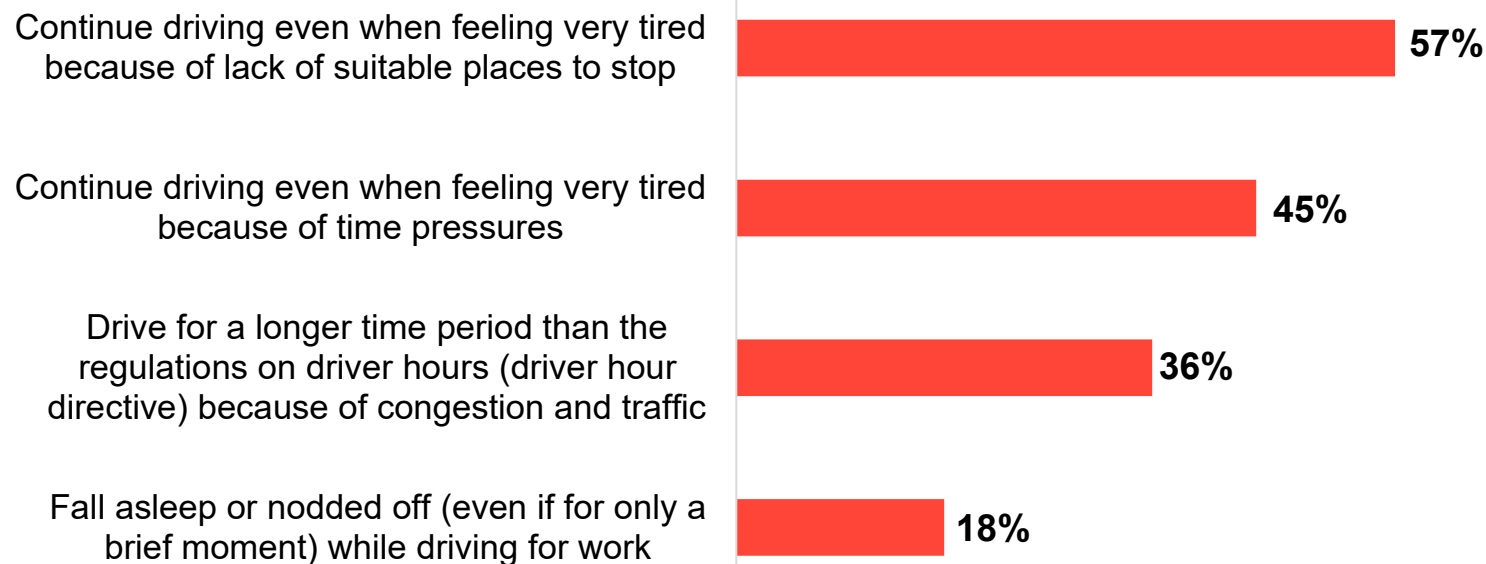


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'At least sometimes'



Q. How often do you do each of the following while driving a bus/ truck on a scale of 1 to 5, where 1 is 'Very often' and 5 is 'Never'? Percentages include responses of 'sometimes', 'often', and 'very often'.



Dangerous behaviours: Fatigue

Base: All HGV drivers = 620



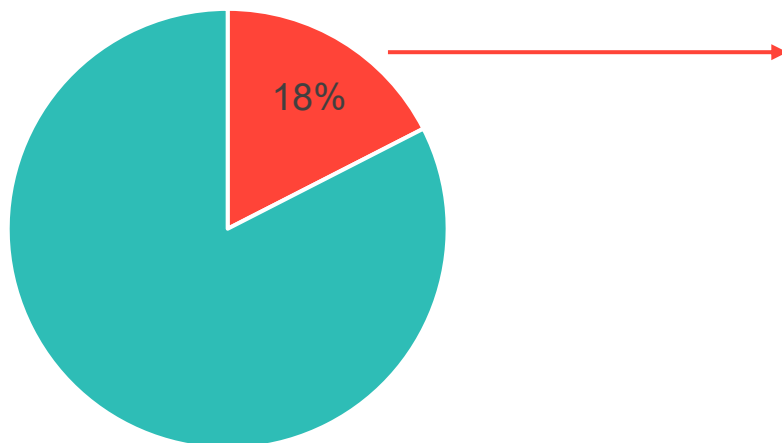
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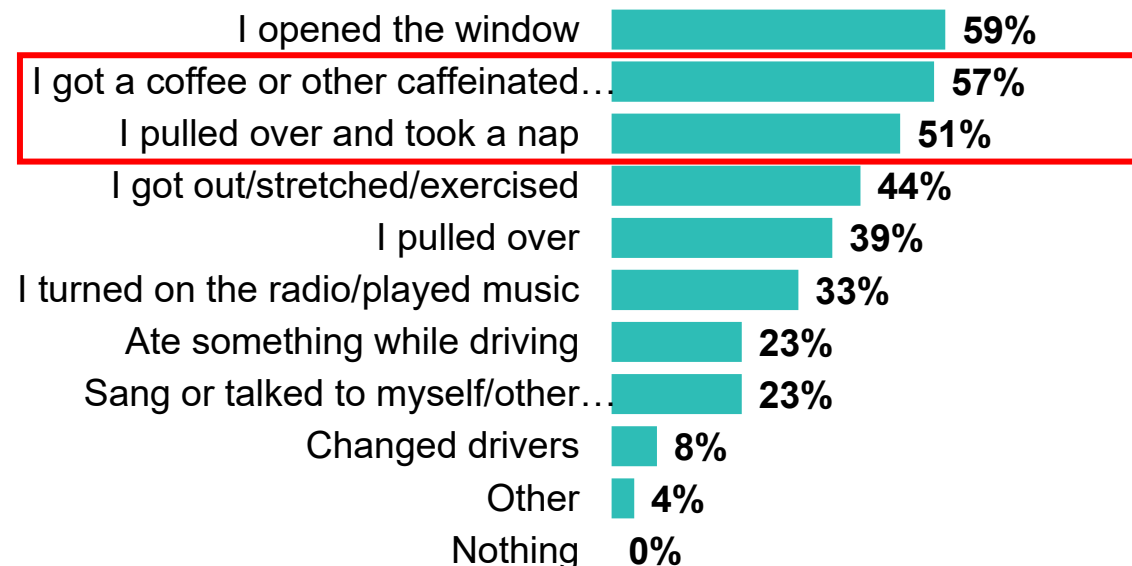


Fallen asleep or nodded off (even if for only a brief moment) while driving for work (Any very often/often/sometimes)

- Very Often (6%)
- Often (4%)
- Sometimes (8%)



Felt sleepy while driving, what did you do?



Q. How often do you do each of the following while driving a bus/ truck on a scale of 1 to 5, where 1 is 'Very often' and 5 is 'Never'?

Q. Thinking about the last time you felt sleepy while driving for work, what (if anything) did you do?

Dangerous behaviours: Speeding

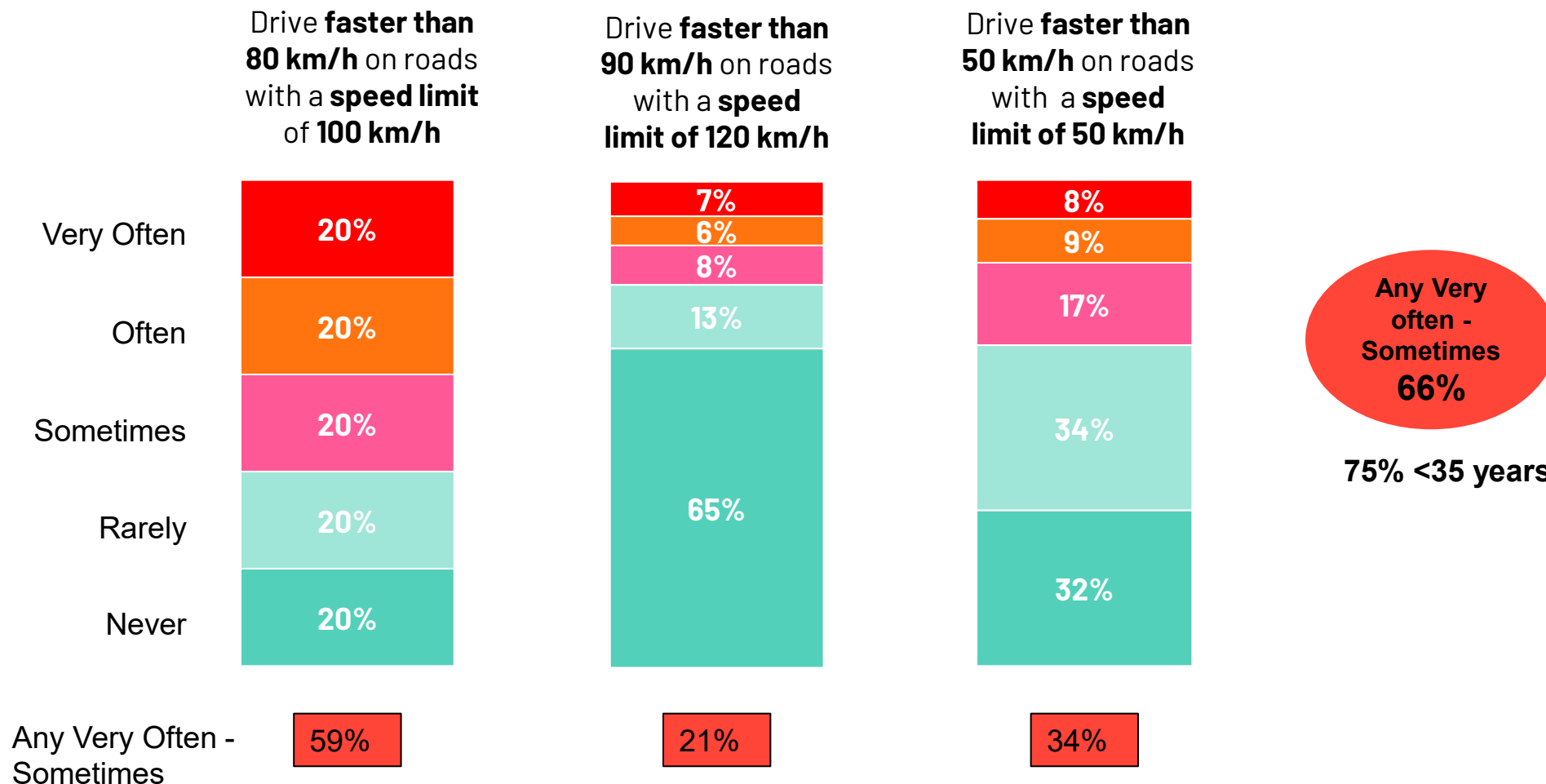
Base: All HGV drivers = 620



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Q. How often do you do each of the following while driving a Heavy Goods Vehicle?



Difficult road conditions

Base: All HGV drivers = 620



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Road/ traffic conditions found to be challenging while driving bus/trucks:

Environmental factors



- Overgrown hedgerows: **75%**
- Weather conditions (e.g., fog, ice): **49%**

Infrastructure



- Poor road surface: **75%**
- No suitable stopping locations: **73%**

Traffic conditions



- Traffic congestion: **73%**
- Slow moving (e.g., farm vehicles): **63%**

Q. Which of the following road/ traffic conditions have you found to be challenging while driving bus/trucks?









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Positive behaviours

Base: All HGV drivers = 620

-  **100%** regularly conduct walkaround checks ('very often' – 'sometimes').
-  **94%** regularly wear their seat belt as a driver.
-  **89%** regularly plan the route the vehicle will take to a new destination.
-  **90%** regularly secure the load on their vehicle.



Q. How often do you do each of the following while driving a bus/ truck on a scale of 1 to 5, where 1 is 'Very often' and 5 is 'Never'? Percentages include responses of 'sometimes', 'often', and 'very often'.



Driving for work policy

Base: All HGV drivers who drive for an employer = 557

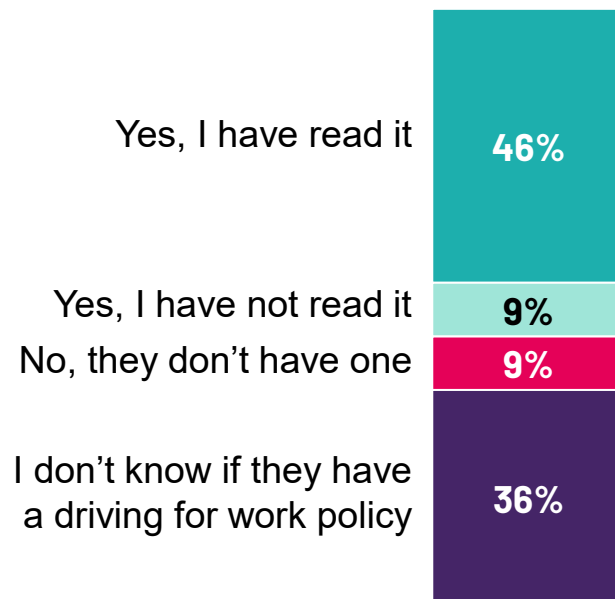


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Employer has a driving for work policy



ANY
Yes
55%

75% received any training in policy

Common driving for work policy topics

1. Vehicle roadworthiness
2. Driver's hours/tachographs
3. Mobile phone use while driving
4. Seat belt use
5. Medical fitness to drive

Q. Do you know if your employer has a driving for work policy?

Q. Have you had any training related to your employer's driving for work policy? Q. Which, if any, of the following areas are covered by your employer's driving for work policy?



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HGV driver education and training

Base: All HGV drivers who drive for an employer = 557

- High numbers of HGV drivers agreed that they have received clear information/training on a range of activities, including **vehicle roadworthiness checks** (80%) and use of a **mobile phone** while driving (71%).
- There was less agreement for certain activities however, including guidance on the **transporting of dangerous goods** (43%), and the **weight limits** applied to loads on each vehicle you drive (61%).
- Of the HGV drivers with **in-vehicle technology** installed (e.g., speed limiter device, pedestrian or cyclist collision avoidance system), approximately **1 in 2** had received very clear instructions on how to use these.
- Only **47%** had received very clear instructions on how to use a **digital tachograph**.

Q. Has an employer given you clear information/training on each of the following?

Q. Did you receive any guidance/training on how to use this feature from your employer?



Conclusions

Next steps

- Self-report involvement in **collisions and near-misses** is higher amongst HGV drivers.
- HGV drivers experience **significant challenges** in managing **fatigue**, including lack of rest facilities, and having to keep driving when tired/past regulations due to time pressure, congestion and traffic.
- More suitable rest stop locations** are needed to ensure drivers can take their breaks/daily rest.
- Concerning levels of engagement in **dangerous behaviours** were reported, given the potential for significant injuries should a collision occur.
- Driving for work policies** are crucial. These need to be **communicated** to employees, and **training** on them, and **in-vehicle technologies**, must be provided.
- The RSA will be conducting an in-depth **qualitative study** with HGV drivers in 2026.





Thank you

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OR SERIOUS INJURIES BY 2050