

Carrier Safety Management Subcommittee: Mid-year Meeting

July 24, 2018

Teleconference

Chair: Sharon Newnam, Monash University Accident Research Centre

1. Welcome and Introductions

- Sixteen attended the discussion via teleconference.
- The meeting commenced with introductions and an overview of the agenda.

2. Innovative interventions (e.g., behavior-based management)

- There was discussion on forward facing cameras and the impact on these on driver behavior and attitudes in the workplace. Two examples of organizations that had implemented these innovations were discussed. Challenges were noted in their implementation including, resistance from drivers and unions due to privacy issue in monitoring behavior. One participant in the meeting (Deborah) discussed how the challenges (i.e., tampering with the devices) were overcome in one organization through a reward-based program for compliance with the use of the cameras in the vehicles (e.g., offering better hours, better routes). This organization achieved some success in their safety outcomes following implementation of the cameras.
- Discussion also focused on 'cultural change programs'. There was limited knowledge on key elements of these programs but there was anecdotal evidence to suggest that consultation with staff (i.e., engagement) and incentives (e.g., positive feedback, extrinsic rewards) were key to the success of some programs.

3. Accreditation programs

- An overview of a project reviewing Australian accreditation programs was provided. The outcomes of this review may be presented at the subcommittee meeting in 2019.
- There was discussion on accreditation programs of training providers in the U.S. Some private groups/organizations and community colleges offer training. There has been a recent focus on the proficiency of the trainers delivering the programs. Discussion was focused on how some carrier membership associations are targeting 'quality' training providers in an effort to encourage the best practice.

4. Best practice frameworks

- Sharon provided an overview of some best (or 'better') practice approaches in Australia. She mentioned a research paper recently completed that provides an overview of best practice in 21 organizations and the predominant themes emerging. Sharon will provide a copy of this paper on request (Sharon.newnam@monash.edu)
- There was discussion on best practice in utility organizations and the role of contractors. The employment relationship and responsibilities (or lack of) for safety on the road was the focus of the discussion. There was limited knowledge of existing approaches to best management the safety of contractors who drive as part of the work-role.
 - Sharon suggested that contractor management safety be included as an agenda item at the TRB subcommittee meeting in 2019.

- There was some discussion on the Chain of Responsibility (CoR) in workplace road safety management. Discussion focused on the existence of the CoR in U.S and Australia and some of the challenges associated with ensuring compliance with safety responsibilities as stipulated in the legislation.
 - Sharon suggested CoR arrangements be included as an agenda item at the TRB subcommittee meeting in 2019

5. Expanding the scope of the subcommittee

- Discussion focused on the suggestion to formally integrate 'driver training' in the Carrier Safety Management subcommittee. There was no objection to this suggestion. It was agreed that the title of the subcommittee would not be changed but that a mission statement be developed to clearly identify 'training and development' as a primary objective of the group.
 - Sharon will draft a mission statement and circulate for feedback prior to TRB2019

6. Research of interest

- There was interest in research being conducted on 18-20 year old inter-state truck drivers. There is anecdotal evidence suggesting this group is at risk on the road. Discussion focused on existing data to support the case for targeted intervention for this group.
 - Sharon discussed a large study currently being conducted in Australia focused on the health and wellness of workers in the transportation industry. This study includes analysis of compensation data, based on age as well as a number of other categories. Information on this project and outputs can be viewed here:
<https://www.monash.edu/medicine/iwhgroup/projects-and-partners/transport-sector-health-and-wellbeing-study>
 - Brenda provided the following information:
 - Regarding the FMCSA Under 21 pilot program discussed toward the end of the call, there is more information at:<https://www.fmcsa.dot.gov/under21pilot>, and <https://www.fmcsa.dot.gov/under21pilot/faqs>.
 - Regarding crash data collected by FMCSA, I double checked, and states do report both interstate and intrastate crashes that meet the reportable crash criteria (see:https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/Truck_and_Bus_Crashes_Reportable_to_FMCSA_508CLN.pdf). The driver information, including birth date, is also collected (see: https://ask.fmcsa.dot.gov/app/mcmiscatalog/d_crash2)