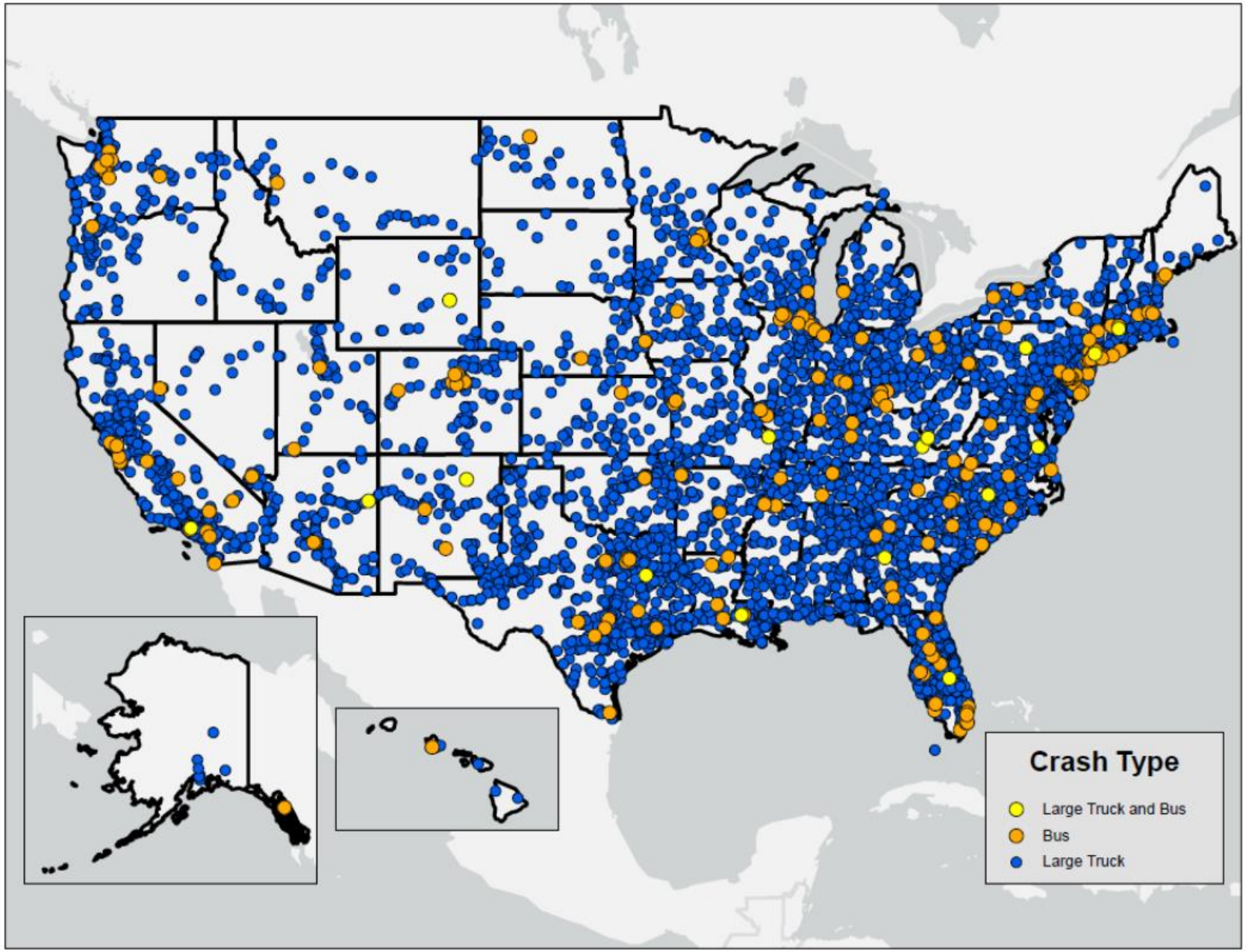
Carrier Safety Management

On the Road to Safety

Best Practices for Trucking Success

2022 Fatal Large Truck and Bus Crash Locations



Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

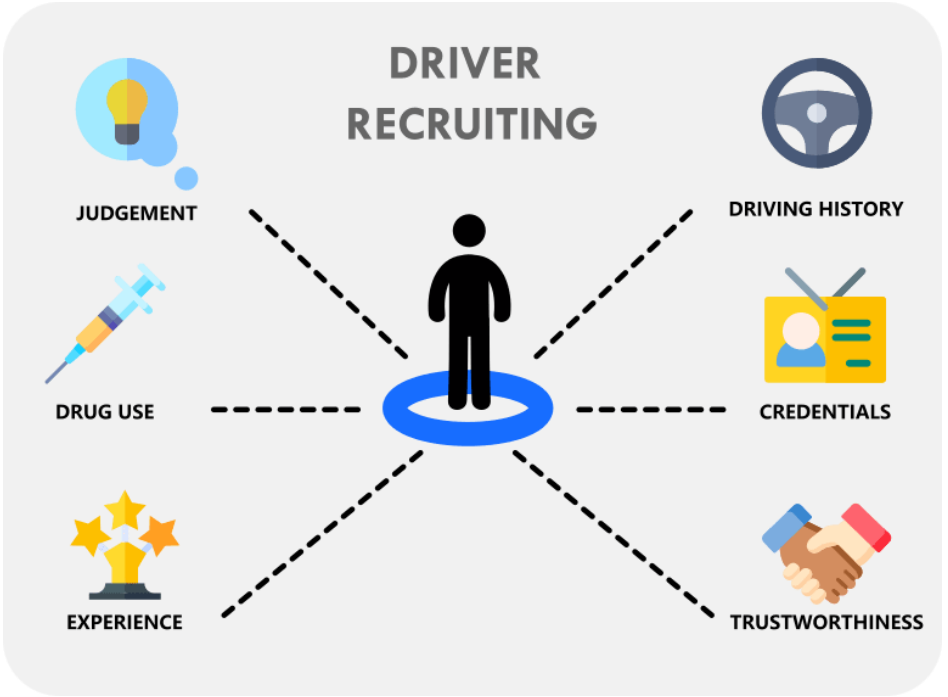
Large Truck Driver Fatalities and Restraint Use, 2018–2022

Year	Number of Fatal Crashes	Number of Total Fatalities	Number of Driver Fatalities	Number Not Wearing Seatbelt	% of Driver Fatalities Not Wearing Seatbelt
2018	4,461	5,006	740	465	63%
2019	4,502	5,032	768	456	59%
2020	4,423	4,945	718	528	74%
2021	5,178	5,821	859	546	64%
2022	5,279	5,936	914	635	69%

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

Establishing a Safety Culture
Collecting Data

- Hiring practices
  - Interviewing the candidate
  - Safety/motor vehicle record and background
  - Behavioral observation during the interview
  - Ability to answer questions that were on an application
  - Questions on regulations and policy
  - Comprehensive road skills test

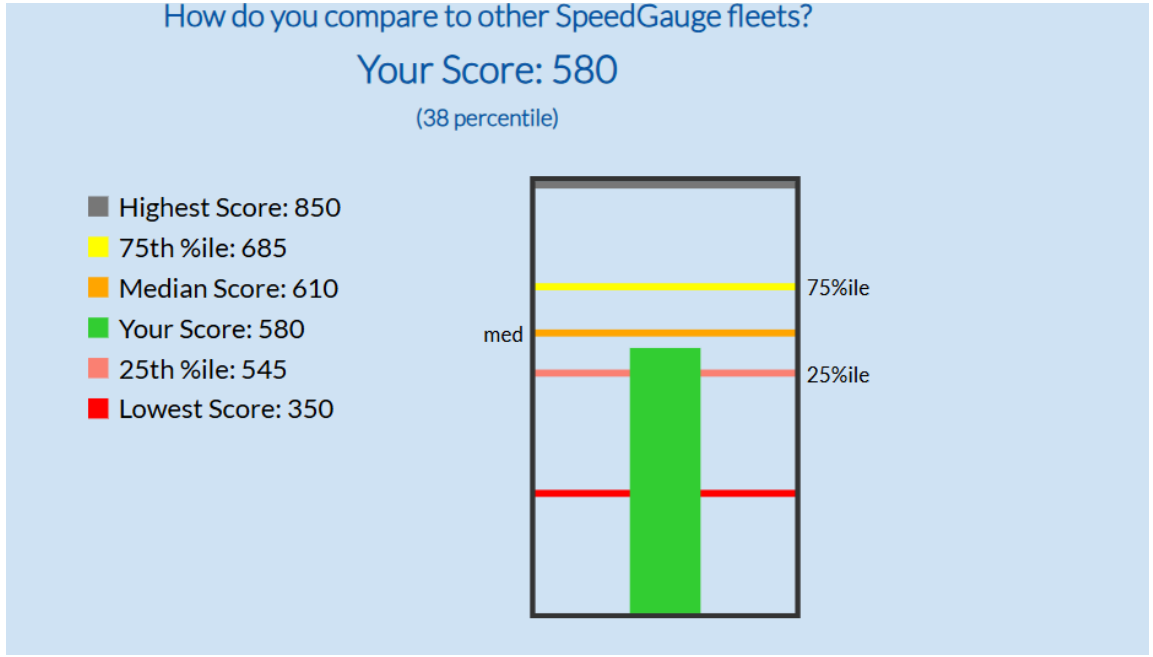


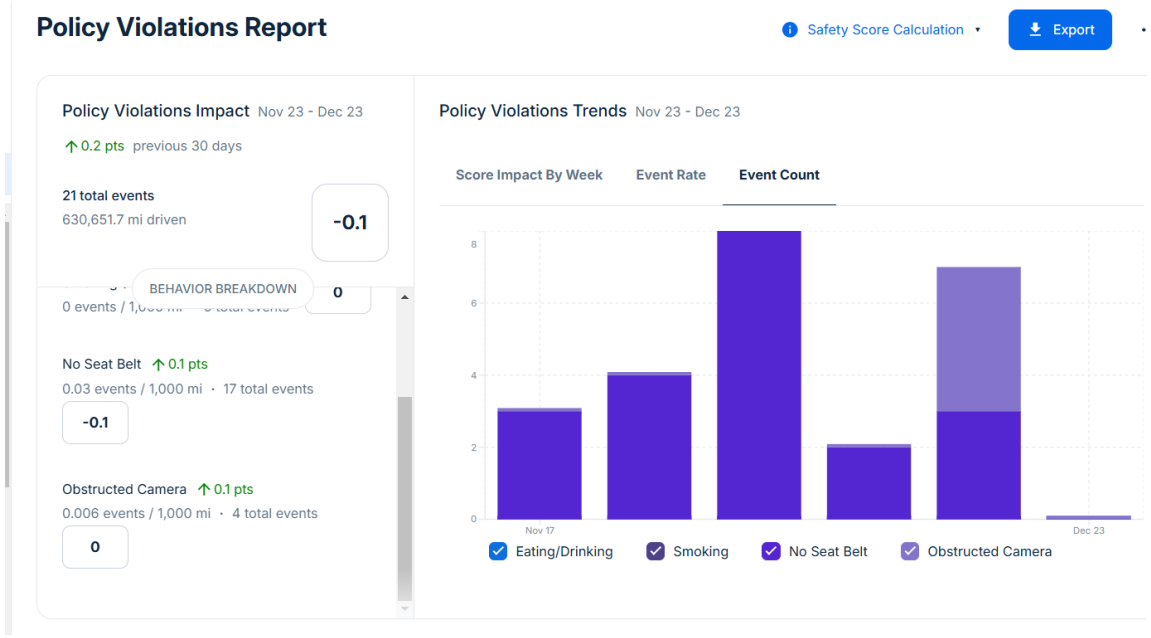
Growing the Safety Culture over Time

➢Behavioral observations and Safety Audits

- By conducting regular audits of the drivers behavior and their adherence to safety policies we can track behaviors and practices longitudinally.

Examples of this would be speed compliance, seat belt use, pre and post trips





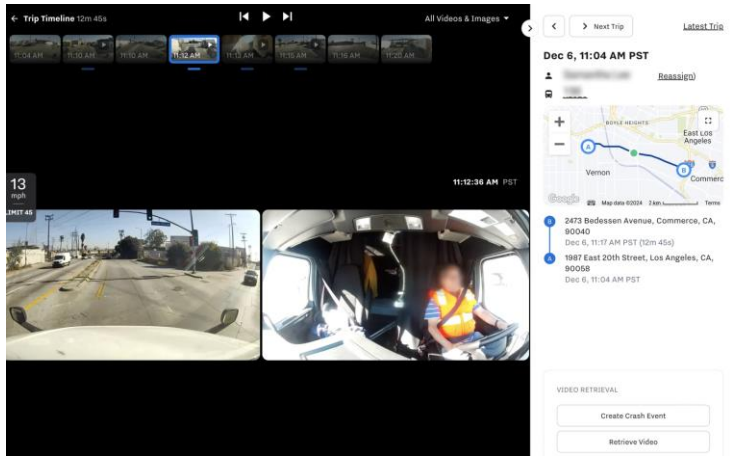
Safety Management Systems

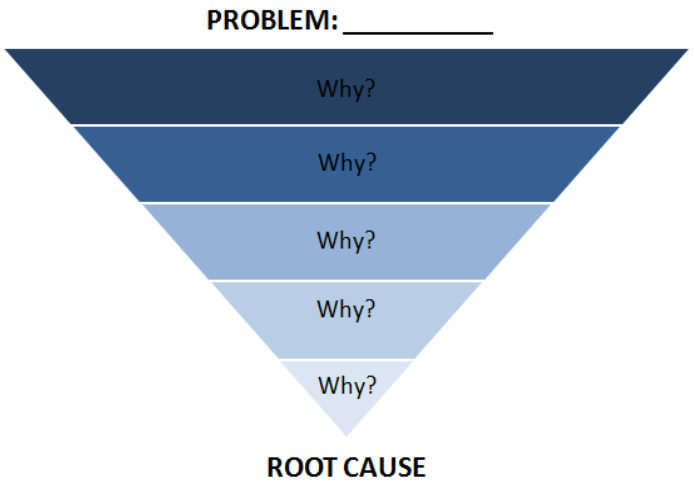
➢Immediate reporting by drivers

- This would include incidents, near misses and any type of hazard
- Reporting forms such as incident reports noting specifics

➢Incident Investigation

- Root Cause analysis- why, why, why, why, and why.
- Involve a team— Safety HR Operations, etc. to do the investigations
- Collect video, maintenance records, any physical evidence





Safety Management Systems

➢Remedial Training and Follow-up

- Does the carrier have the capability for remedial training?
- Could simulators be used for remedial training?
- Follow-up and documentation are crucial

The Investigation....what should we ask?

➢ Organizational/Systemic Level

- Leadership and Safety Culture—How does the staff demonstrate a commitment to safety?
- Are sufficient resources allocated to safety programs?
- Is staffing adequate?
- Is training provided regularly and are the outcomes of the training evaluated?
- How are we onboarding new drivers?

The Investigation....what should we ask?

➢ Managerial-Level Factors

- Are drivers given sufficient time for breaks and rest between shifts to prevent fatigue-related accidents?
- How are delivery schedules managed? Is there pressure on drivers to meet tight deadlines that may compromise safety?
- Are there systems for monitoring and managing the hours worked by drivers to ensure compliance with regulations and prevent fatigue?

Summary of Hours-of-Service (HOS)

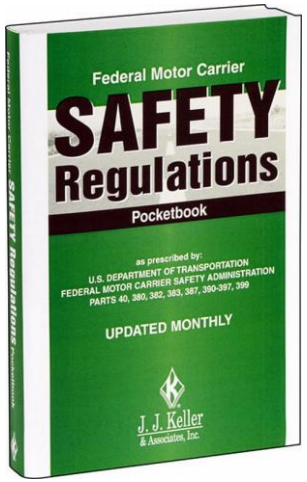
HOURS-OF-SERVICE RULES	
Property-Carrying CMV Drivers	Passenger-Carrying CMV Drivers
11-Hour Driving Limit May drive a maximum of 11 hours after 10 consecutive hours off duty.	**10-Hour Driving Limit** May drive a maximum of 10 hours after 8 consecutive hours off duty.
14-Hour Limit May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period.	**15-Hour On-Duty Limit** May not drive after having been on duty for 15 hours, following 8 consecutive hours off duty. Off-duty time is not included in the 15-hour period.
60/70-Hour On-Duty Limit May not drive after 60/70 hours on duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty.	**60/70-Hour On-Duty Limit** May not drive after 60/70 hours on duty in 7/8 consecutive days.
Sleeper Berth Provision Drivers using the sleeper berth provision must take at least 8 consecutive hours in the sleeper berth, plus a separate 2 consecutive hours either in the sleeper berth, off duty, or any combination of the two.	**Sleeper Berth Provision** Drivers using a sleeper berth must take at least 8 hours in the sleeper berth, and may split the sleeper-berth time into two periods provided neither is less than 2 hours.

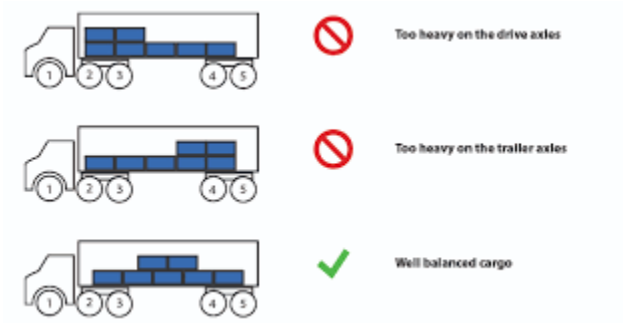
http://www.fmcsa.dot.gov/rules-regulations/topics/hos/index.htm

The Investigation....what should we ask?

➢Regulatory and Compliance factors

- Is the organization fully compliant with all local, state, and federal regulations governing trucking operations, such as those related to hours of service, vehicle inspections, and load limits?
- Are drivers and managers regularly updated on changes in regulatory requirements, and are training programs modified to reflect these changes?
- How rigorously are safety standards enforced within the company? Are violations identified and addressed promptly?
- How do regulatory bodies interact with the company to ensure compliance? Is there evidence of consistent regulatory oversight?

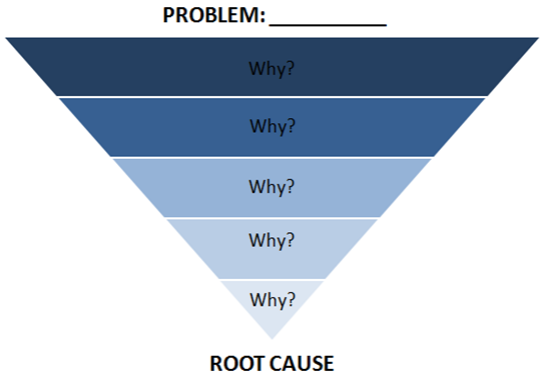




In summary

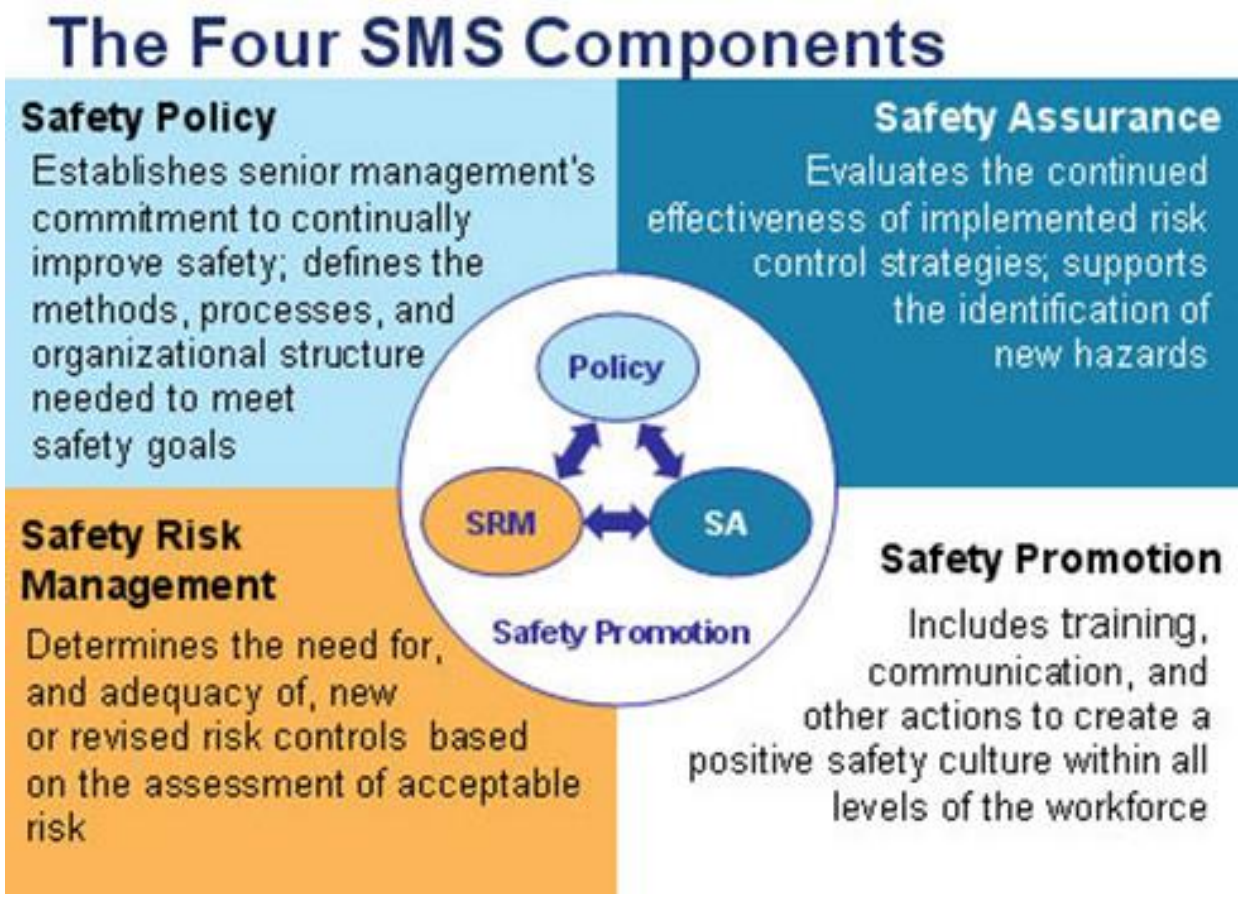
- Creating a Safety Culture and Accident Prevention involves:

- **Root Cause Analysis** ----"the 5 WHYS"



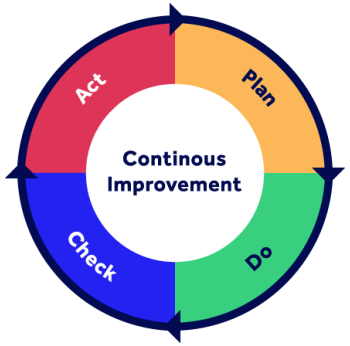
- **Failure Modes and Effect Analysis** —Truck component failures etc...

- **Safety Management Systems** —Policies, Risk Management, Assurance, Promotion



- **Continuous Improvement** – Plan, do, check, Act

In the trucking industry, this approach can be used to monitor driver behavior, such as speeding, improper loading, or failure to follow safety protocols. By focusing on behavior change, safety culture can be improved.



- **Behavior Based Safety** –Identify and change behaviors. “Unlock employee engagement”
- Observation and Feedback
- Training and awareness
- Reward and recognition
- Data driven decisions
- encouraging peer support

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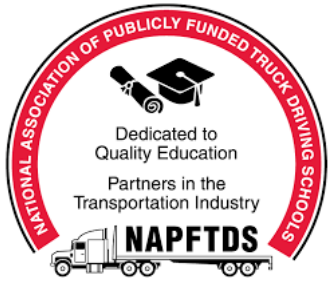
- **Safety Audits and Inspections**

Regular vehicle inspections (both pre-trip and post-trip) can be standardized across fleets. Audits of driver logs, rest periods, and training records can ensure compliance with safety regulations.

- **Stake holder collaboration and Consultation** – Conferences, meetings ,networking. Engaging stakeholders (divers, fleet managers safety experts) in decision making.

- **Training and Education** – Driver should be training in not just driving skills but ergonomics, fatigue management, emergency response. Regular refreshers helps keep awareness high.



- **Regulatory Compliance** –Keeping up to date on the ever-changing regulations and keeping drivers abreast of changes.

ISO 39001 and other standards??

- While ISO 39001 provides a formal, international framework for road traffic safety management, its principles are incorporated into U.S. practices through OSHA regulations, FMCSA rules, fleet safety programs, and various state and local regulations.

QUESTIONS!!

Thank you!

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