



Proactive vs. Reactive Safety and Loss Control Program Which One Do You Have?

At the end of the year, you should be evaluating your safety and loss control program to determine your performance over the year. Where do you stand compared to last year and the year before? On going analysis programs are vital to a proactive and productive safety and loss control program. It always amazes me that companies cannot tell me what their accident frequency rate is and how it compares to years past. Accident frequency should be determined throughout the year no less than on a quarterly basis to determine trends and be proactive in controlling losses. Accident frequency rates can be calculated by multiplying the total number of accidents for a period of time by one million and then dividing by the total number miles for the same period. Accident frequency rate can be determined for DOT recordable, preventable recordable, non-preventable, by region, by fleet, driver supervisor, injury, etc. However, accident frequency rates are just one piece of the overall safety analysis program that is in place to provide you with a sense of direction of where your program is going. Other areas of your internal analysis program should include: driver turnover frequency, DOT violation analysis (Hours of Service, Drug and Alcohol, driver file), OSHA violations, workers compensation injuries, etc. Another analysis tool that you should review monthly is Safer and Safestat provided to you by the FMCSA at www.safersys.org.

A sound proactive safety and loss control program will adequately address the following areas:

- Driver selection
- Driver recruiting
- Carrier-based training
- Management-driver communications
- Driver safety-performance evaluation
- Safety incentives, behavior-based safety
- On-board safety monitoring
- Event-data recorder
- Accident investigation
- Improved driver scheduling and dispatching
- Fatigue management
- Carrier-based medical programs
- Preventive maintenance and vehicle inspection
- Advanced safety technologies, industry-based safety standards and certification

NEWS

On Wednesday, the FMCSA released its test of an interim ruling on Hours of Service regulations that would retain the 11 hour driving regulation and 34 hour restart provision that was challenged in the US Court of Appeals by Public Citizen. The interim ruling will allow for drivers to operate beyond December 27, 2007 without any change to the regulations for now. With the interim ruling now in place this will likely result in further legal challenges from Public Citizen.

