

# Safety Programs: The Good, The Bad & The Ugly

	Superior	Good	Fair	Poor
Safety Organization	<ul style="list-style-type: none"> <li>• Qualified fleet safety manager</li> <li>• Safety committee</li> <li>• Full review of fleet accidents</li> <li>• Annual MVR &amp; at hire</li> </ul>	<ul style="list-style-type: none"> <li>• Dedicated responsibility officer of company</li> <li>• Management completes a formal review of accidents</li> </ul>	<ul style="list-style-type: none"> <li>• Responsibility assigned on part-time basis</li> <li>• Accidents are reviewed by staff</li> </ul>	<ul style="list-style-type: none"> <li>• Responsibility not assigned</li> <li>• No accident review</li> </ul>
Driver Qualification	<ul style="list-style-type: none"> <li>• Written application</li> <li>• Full drug program</li> <li>• Valid driver's license</li> <li>• Road test performed</li> </ul>	<ul style="list-style-type: none"> <li>• Annual MVR &amp; at hire</li> <li>• Written application</li> <li>• Drug program</li> <li>• Valid driver's license</li> <li>• Evidence of driving skills</li> </ul>	<ul style="list-style-type: none"> <li>• Annual MVR &amp; at hire</li> <li>• Written application</li> <li>• Very limited drug program</li> </ul>	<ul style="list-style-type: none"> <li>• Nothing in place</li> </ul>
Drug Screening	<ul style="list-style-type: none"> <li>• At hire</li> <li>• Random</li> <li>• Post accident</li> <li>• Reasonable cause</li> </ul>	<ul style="list-style-type: none"> <li>• At hire</li> <li>• Post accident</li> </ul>	<ul style="list-style-type: none"> <li>• Policy with no testing</li> </ul>	<ul style="list-style-type: none"> <li>• No policy</li> </ul>
MVR/Driver History	<ul style="list-style-type: none"> <li>• Semi-annual</li> <li>• At hire</li> <li>• MVR review criteria</li> </ul>	<ul style="list-style-type: none"> <li>• Annual</li> <li>• At hire</li> <li>• MVR review criteria</li> </ul>	<ul style="list-style-type: none"> <li>• Agent orders MVR</li> <li>• Informal review criteria</li> </ul>	<ul style="list-style-type: none"> <li>• MVR not order</li> </ul>
Accident Investigation	<ul style="list-style-type: none"> <li>• Accident review board</li> <li>• Full investigation</li> <li>• Formal interview of driver</li> <li>• Preventability determined</li> </ul>	<ul style="list-style-type: none"> <li>• Full investigation</li> <li>• Written report of accident</li> </ul>	<ul style="list-style-type: none"> <li>• Informal discussion</li> </ul>	<ul style="list-style-type: none"> <li>• No investigation</li> </ul>
Vehicle Maintenance	<ul style="list-style-type: none"> <li>• Formal documentation</li> <li>• Scheduled time/mileage maintenance</li> <li>• Written quarterly inspections</li> <li>• Certified mechanics</li> <li>• Formal vehicle replacement program</li> <li>• Visual daily inspections by driver</li> <li>• Formal vehicle deficiency reporting</li> </ul>	<ul style="list-style-type: none"> <li>• Formal documentation of maintenance</li> <li>• Scheduled time/mileage maintenance</li> <li>• Visual daily inspection by driver</li> <li>• Outside garage</li> <li>• Informal vehicle deficiency procedure</li> </ul>	<ul style="list-style-type: none"> <li>• Informal maintenance schedule</li> <li>• Driver responsible for maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• No maintenance program</li> </ul>
Routing & Scheduling	<ul style="list-style-type: none"> <li>• Planned route with dispatcher</li> <li>• Trucks equipped with GPS</li> </ul>	<ul style="list-style-type: none"> <li>• Planned routes</li> </ul>	<ul style="list-style-type: none"> <li>• Unplanned routes</li> </ul>	<ul style="list-style-type: none"> <li>• Unplanned routes with time constraints</li> </ul>
Driver Training	<ul style="list-style-type: none"> <li>• Formal semi-annual retraining</li> <li>• Monthly safety communications</li> <li>• Post-accident driver retraining</li> <li>• Training at hire</li> <li>• Formal incentive program</li> </ul>	<ul style="list-style-type: none"> <li>• Formal annual retraining</li> <li>• Safety communications</li> <li>• Driver retraining</li> <li>• Post accident review with driver</li> <li>• Formal incentive program</li> </ul>	<ul style="list-style-type: none"> <li>• Training when available</li> <li>• Informal communication and training programs</li> </ul>	<ul style="list-style-type: none"> <li>• No training</li> </ul>
Personal Use	<ul style="list-style-type: none"> <li>• No personal use allowed</li> </ul>	<ul style="list-style-type: none"> <li>• Limited use - driver &amp; spouse w/clean MVR</li> </ul>	<ul style="list-style-type: none"> <li>• Unlimited use - driver &amp; spouse</li> </ul>	<ul style="list-style-type: none"> <li>• Unlimited personal use</li> </ul>
Vehicle Security	<ul style="list-style-type: none"> <li>• Guarded storage area</li> <li>• GPS system</li> <li>• Anti-theft devices used</li> </ul>	<ul style="list-style-type: none"> <li>• Secure storage facility</li> <li>• Key control</li> </ul>	<ul style="list-style-type: none"> <li>• Unsecured storage</li> </ul>	<ul style="list-style-type: none"> <li>• Storage areas subject to vandalism &amp; theft</li> </ul>
Management Interest	<ul style="list-style-type: none"> <li>• Management support of formal &amp; effective loss control program</li> </ul>	<ul style="list-style-type: none"> <li>• Program is not 100% formal, but effective in controlling losses</li> </ul>	<ul style="list-style-type: none"> <li>• Program deficiencies noted, but improvements are planned</li> </ul>	<ul style="list-style-type: none"> <li>• No active role by management in identifying or controlling hazards</li> </ul>

# Elements Of A Fleet Safety Program

## Definitions Of Ratings

**Superior** demonstrates a thorough commitment to loss control and seeks to provide the controls to reduce hazards and loss exposures. Other characteristics include:

- Excellent condition of the plant and equipment to include housekeeping and preventive maintenance and self-inspection program
- Documented loss control policies, procedures and recordkeeping

**Good** is a well-maintained operation where management is aware of the basic hazards and loss exposures but may not be proactive in controlling them or identifying new ones as compared to a Superior risk. In addition, these operations generally have the following characteristics:

- Management that strongly supports loss control and meeting safety standards
- Excellent condition of facilities, vehicles and equipment
- Loss control policies and procedures may not be formal, but some documentation and training is available

**Fair** has some unsafe conditions that the operation is willing to correct. Management is not proactive or does not have the knowledge to control exposures but will establish the controls if identified. The operation may have one or more priority recommendations, but management has a commitment to comply. Other characteristics include:

- Informal loss control program, but supportive of meeting safety standards
- Facilities, vehicles and equipment are in good condition, but with minimal preventive maintenance
- Help is needed in establishing a formal loss control program and policies

**Poor** is an operation where management does not demonstrate an active role in the identification or the control of hazards. This type of risk would belong to a class of business, which by the nature of the operations and unsafe conditions, makes it a risk below AFIC standards. Priority recommendations are apparent with the lack of management commitment for compliance. Other characteristics are:

- Management has minimal or no programs and questionable commitment to a loss control/safety program
- Facilities, vehicles and equipment are poorly maintained
- Repairs are only made when necessary
- Controls do not meet standards