



Occupational Road Risk

a continuing journey

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We have come a long way

- (Some) Leadership buy in and ownership of the Occupational Road Risk Agenda
- (Some) recognition of the risks associated with occupational driving
- (Some) risk management principles applied to driving at work
- (Some) data led interventions
- (Some) improvements in vehicle design and specification
- (Some) changes in driver behaviour
- (Some) acceptance by management of their role in controlling that behaviour
- (Some) reductions in crashes and injuries
- (Some) innovation to integrate with other Risk Management initiatives



Preaching to the converted?

- Protecting your reputation with...
 - your employees
 - the public at large
 - your customers?
- Environmental impact
 - safety - environmental synergies
 - managing your carbon footprint
 - fuel saving implications
- Cost savings and Efficiency





Profits from 1 million phone lines are needed to
repair our fleet every year

Who do we need to involve?

- Drivers
- Line Managers
- Senior Managers and Policy Makers
- Health and Safety Specialists
- Risk Managers
- External Consultants
- Fleet Managers
- Insurers
- Trades Unions



What do we need to continue doing?

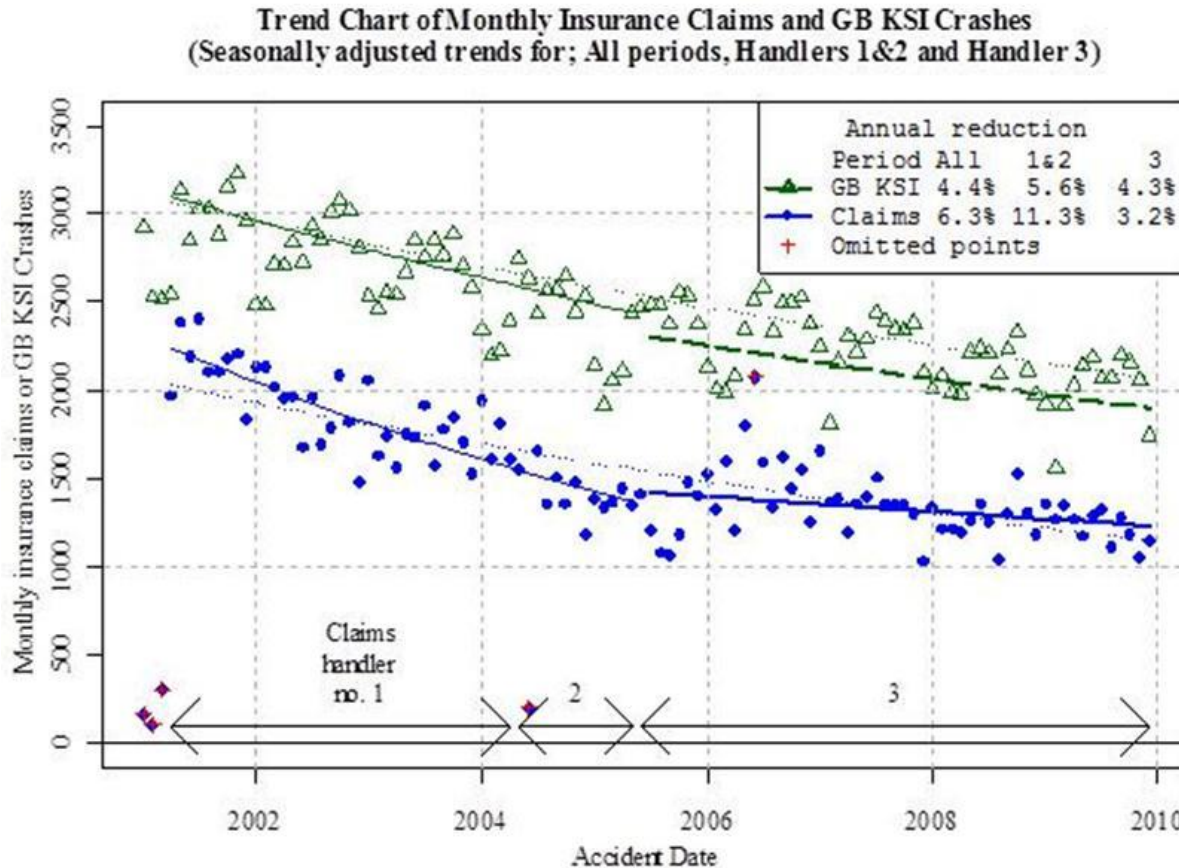
- Set and extend our key goals and standards
- Bring road risk issues into the business mainstream
- Encourage personal responsibility
- Select the right tools for the job
- Assess the risks
- Intervene to stop things going wrong
- React when things have gone wrong
- Monitor performance
- Learn from our experience
- Learn from the experience of others
- Seek to continuously improve our methods

Key Challenges

- Improving behaviour behind the wheel
- Who's behaviour do we need to improve
- Skill and/or Will?
- Return on Investment
- Governance and Risk



What difference will it make?



A large PLC with a long term road risk management programme has a lower rate of all claims (mostly minor bent metal type incidents) than the rate of people killed or seriously injured on the UK roads

If you are doing nothing you are likely to be performing at the national average.

How much avoidable suffering and cost does this mean for your business?