

Transportation Safety &

Compliance Solutions *Safety Lane*

Winter 2019

Collisions:

Something that does happen in any fleet. Obviously as a fleet there are things that you can do to reduce the chance of a collision taking place.

A couple of things a fleet can do is to conduct a complete investigation of the collision.

Another important aspect is to have a company collision review committee. I recommend that this committee be made up of management that is knowledgeable in Commercial Motor Vehicles as well some of the fleet drivers. Now before you meet with the committee, I recommend that the committee be trained.

Set up your training plan and include a definition of a Defensive Driver, as well as the definition of a Preventable Collision. Another important definition is to include an At Fault Collision. During the training point out that even if your driver is not at fault (not charged) they possibly could have still prevented the collision from occurring.

When I present the Collision Review Course to a company, I also include a Preventable Guide. This booklet shows different types of collisions. E.g., backing, intersection and wildlife. In each of those groups there are statements and in that e.g. of backing it may read;

- Preventable if driver failed to exit the cab of the truck to check that the path of travel is clear before reversing.
- Preventable if driver failed to sound horn prior to backing.

If the driver failed to comply the collision is deemed to be preventable.

This is an excellent tool for the drivers that are on the committee as well as an education tool to the driver that was involved in the collision. Most drivers take pride in their job and are insulted that they have had an incident that was deemed preventable. In the same token many of the drivers will accept the ruling as it did come from fellow professional drivers.

Another benefit to a Collision Review Committee is the fleet managers can learn from the results. It is important to know and understand the types of incidents your drivers are involved in. The why is also important such as maybe training is to be addressed, There, is a possibility that the equipment for the job is all wrong and not suitable for the freight or the delivery location.

The cost of training is a huge saving compared to the cost of a collision.



All the best to everyone in this
holiday season.

It is a special time of the year to
spend time with your family and
friends, and at the same time
save time for yourself to relax.



Mark your calendar

**Special Olympics Truck Convoy Paris takes place at the Paris Fairgrounds
September 18 & September 19th.**

For more information go to Paris Truck Convoy

Reading the Road Signs

Over the years of sitting in the passenger seat of a commercial vehicle or just watching other drivers on the road I think that many do not read the road signs, or do they just make up and go by their own set of rules?

A perfect example of this was a few months back I was in Hamilton in the area of Burlington St and Wellington when the power went out. Parked off the road I witnessed countless vehicles headed down the road and totally ignoring the fact that the traffic lights were not functional. Literally blowing through the intersection. For those that are not familiar with the area this is the industrial area of Hamilton that yes has a presence of truck traffic.

I cannot continue on without touching on roundabouts and specifically talking in regards to the roundabout that has more than one lane. In case you have not noticed my guess would be in the Waterloo Region there are no more than 2 maybe 3 roundabouts that are anywhere close to the same design. In saying that it is very important that as a driver you know where you are going and what lane you should be in. When a driver is not familiar with the concept of a roundabout my instructions are;

1. When you see the yellow sign with 3 curved arrows that is an indication that you are approaching a roundabout.
2. You will see a big green sign that has white lettering with street names and a roundabout diagram.
3. The next will be a black sign with white lettering telling you which lane you are to be in to make your exit.
4. The 4th sign you may see is no passing here to crosswalk. That sign is there for the pedestrian safety. Large vehicle will often block the vision of the crosswalk for both vehicles and pedestrians.
5. The 5th sign you may again or may not see is not to pass a large truck. As a commercial driver that is common sense. But to many it is a dumb rule until 2 vehicles (one a commercial vehicle) collide in the roundabout.

In the fall of 2019 on some stretches of the 400 series Ontario highways the speed limit was increased. For my own reason I will not comment too much on this one but I think that if you asked a driver on any road what the posted speed limit is, they would be lucky to come up with the correct answer.

If you are looking for a new year resolution relating to road safety consider learning to read road signs.



New Year's Resolutions

If you have been a reader of this newsletter over the years you will know that it is not the Winter Issue if it does not touch on Safety New Year's Resolutions.

This is the time of year that you should be reflecting back on your safety programs and asking yourself what did we do right this year?

Can we improve on those best practices?

Maybe not such an easy question to ask yourself but it is an important question and that is what did we do wrong?

If you have not fixed that yet how are you going to right that wrong?

Set some goals for your fleet relating to road safety and personal safety. Do you wish to reduce your WSIB lost time claims? Would you like to have less vehicle collisions? Reduce your vehicle OOS rating on your CVOR. Part of setting the goals is then to create an Action Plan on how you plan to achieve the goal.

Good luck and a Happy and Safe New Year to each of you

Mike Kroetsch

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