

"PRAISE": Preventing Road Accidents and Injuries for the Safety of Employees

October

09

Fact Sheet

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ETSC interview with DB Schenker



ETSC has launched in 2009 its PRAISE project, "Preventing Road Accidents and Injuries for the Safety of Employees" to mobilise knowledge needed to create work-related road safety leadership. The project will advance the awareness of the need for work-related Road Safety Management and provide the know-how to employers who have to take on that challenge. It also aims to present the work-related road safety standards of road safety champions, by presenting employers success stories, notably through the PRAISE Fact Sheets. This Fact Sheet follows from the PRAISE Report on in-vehicle safety equipment published in September. The report can be accessed here: [PRAISE Report 1](#).

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DB Schenker Introduction

DB Schenker in Sweden offers domestic and international logistics services for all modes of transport to companies on the Swedish market. At present road transport dominates DB Schenker activities. DB Schenker customers are mainly large and medium sized companies in the industrial, commercial and food sectors. DB Schenker in Sweden has approximately 300 contracted haulage companies (subcontracted) with a total fleet of 4,000 vehicles – one of the haulage companies is a sister company, Schenker Åkeri AB (530 vehicles).

Road Safety management at DB Schenker

1. DB Schenker adopted the Swedish Vision Zero for Road safety, what triggered that decision?

DB Schenker is the leading logistics provider on the roads in Sweden with more than 4,000 vehicles belonging to our domestic fleet. It is thus necessary from many different aspects to see to it that we have safe vehicles and our employees behave in a correct and safe manner. The triggering factor however was when DB Schenker deepened its contacts with the head office of the Swedish Road Administration (SRA) in Borlänge in 2002. An in depth study of serious accidents which involved any vehicle contracted by DB Schenker was carried out and a working group to tackle this topic was formed. This working group, called "Schenker-Ola", is still functioning today. The forming of this group was the trigger of our adopting "the Vision Zero".

We think that transport companies have a duty to do all they can to avoid collisions, and as much as they can try to go even further than just applying the basic legislative framework for road traffic. A true concern for your drivers and fellow road users is a necessary starting point. In the end, no serious company can ignore the consequences

of a serious road accident, and investing in road safety will also be a good means to defend your market brand.

2. In 2004 you have developed a road safety strategy, can you briefly describe it?

The strategy is based on the priority areas of action that we have identified and that form our Road Safety Policy. It highlights four very important, yet simple principles:

- No speeding
- No alcohol or drugs
- Safety belts should always be worn
- Cargo should be secured properly

3. Can you provide any figures tracking the improvements in your safety performance over the years?

Not yet, but we hope to be able to share such statistics in a couple of years time. The principal reason for this is that the 4,000 vehicles mentioned above do not belong to Schenker, but to individual haulage companies contracted by Schenker. The information regarding collisions / injuries / death has until the beginning of this year been kept by the hauliers in question. From January 1st 2009 we have an interactive form for reporting all kinds of traffic collisions and also, if it can be determined, the reason for the accident. This is the beginning of a very important monitoring process for us.

4. How is your transport safety management organised?

Road Safety is part of several executives' list of duties: the main sponsor of the road safety work within Schenker AB is Mr. Bo Hallams, Marketing Director and member of the management team. Road safety is also the responsibility of our environmental manager and within our Land division's traffic department the responsibility for road safety is organised within the group for traffic development. Furthermore, each contacted haulage company has of course the direct responsibility to follow laws and regulations in relation to road safety.

5. What is the leading cause of collisions in your land transport operations?

The number of accidents occurring and reported is rather small, so it is difficult to draw conclusions, but we suspect that a lack of speed adaption to the current road and traffic conditions is a leading cause. We have drawn this conclusion by participating in workshops with representatives from the SRA, the traffic police and other actors.

6. How do you get other haulage companies collaborating with you to take your safety requirements or recommendations on board?

We publish some information via our special website for contracted hauliers, and we also have our own company magazine. However most important is the direct dialogue between us and the owners of the haulage companies in question.

7. Do you consider that there is a solid Business Case to invest in road safety?

Clearly road safety measures are likely to lead to savings in fuel cost, and vehicle maintenance / repair cost. We cannot give precise figures regarding this as such information belongs to our individual haulage companies, but in general we feel that road safety activities fit in very well with our concerns such as the environment / product quality assurance, etc. This can only be good for business. For example our customers are reassured in knowing that we have strong safety standards, and we mainly spread the message through communications such as our sustainability report and by partaking in events like trade fairs.

8. Will you consider getting the upcoming ISO 39001 certificate on road safety management?

Yes, we could certainly consider that as we already are certified according to ISO 9001 (on Quality Management) and ISO 14001 (on Environmental management). It would be a logical step.

Specific area: Alcohol

1. What are the main elements of your company's policy to prevent drink driving?

Our own haulage company "Schenker Åkeri AB" (530 vehicles) has equipped every new vehicle since 2006 with alcolocks – in general approximately 15% of the vehicles contracted by Schenker AB in Sweden are equipped with alcolocks – we also carry out random alcohol checks at our own terminals.

2. Can you explain how your alcolocks programme works?

What motivated us to get started is that we felt this is a good way to ensure that heavy goods vehicles are driven by sober drivers. At first there were discussions about the extra time it would take to start the vehicle, but this concern has faded away. Our experience has been very positive and the alcolocks seem to function very well so far, we haven't had any technical difficulties reported yet.

3. What is the procedure if you identify a drunk driver?

The procedure is to detain a person suspected of having consumed alcohol and to call the local police to immediately address the situation (and the police can perform an alcohol test). Depending on the result, contact is then taken with the haulage company (the employer of the driver) and the situation is discussed – both the driver's situation and vehicle/cargo must be handled in the best possible way – afterwards a follow-up talk is held between the haulage company and the local branch manager.

4. Would you like to see further steps from the Swedish or other governments in the prevention of drink driving?

Additional financial resources for the traffic police to carry out more frequent controls along the roads probably would have a positive effect.

Specific area: Speed

1. What are the main elements of your company's speed management policy?

Simple: no excessive speeding and drivers should always adapt the speed to current traffic / road conditions. Through SRA we have learnt that speed is the single most important factor when it comes to the outcome of an accident.

Our own haulage company Schenker Åkeri AB, has seen to it that the cruise control systems in vehicles cannot be set above 80 km/h, whereas the speed limiters are set at 85 km/h. The legal speed limit for heavy vehicle combinations (i.e. truck or van towing a trailer) is 80 km/h. However a van or a truck not towing a trailer may drive 90 km/h. The regular speed limit on the roads for other vehicles can be 90, 110 or 120 km/h.

Companies commonly set their speed limiters at 85 or 90 – this to give the vehicles some margin when overtaking another vehicle or in a hilly slope. We take pride in setting our limiters at 85 and not letting drivers set cruise controls at more than 80. Thus the truck/van when not towing a trailer cannot go up to 90 km/h even if allowed.

2. How do you explain to your drivers the importance of driving at appropriate speed?

To change the attitude towards speeding is difficult. We regularly inform our drivers about road safety and consequences of speeding on our website where we also have an interactive training program on road safety for our drivers.

3. Do you do any checks to enforce that recommendation? If yes how?

In the past we have carried out checks of vehicles carrying the Schenker logotype with the help of the Swedish National Society for Road Safety (NTF). Now we receive information via the SRA twice a year, they carry speed measurements on road segments with the following speed limits: 50 km/h, 70 km/h, 90 km/h. What comes out from their reports is that we still do have a problem with speeding on segments with the lowest speed limits. The lesson we have learnt is that it takes a lot longer to reach the goal of absolutely no excessive speeding than we had foreseen in the year 2004.

4. Would you like to see further steps from the Swedish or other governments in the prevention of speeding?

Here too, additional financial resources for the traffic police to carry out more frequent controls along the roads would probably have an effect.

Specific area: Seat Belts

1. What are the main elements of your company's seat belts policy?

Again, all our drivers should comply with the law and wear their seat belts at all times. At present approximately 60% of the vehicles are equipped with seat belt reminders, and this will grow over time.

2. What is the procedure if you identify drivers not using their seat belt?

We inform their employer – that is to say we inform the haulage company in question – about what has happened and ask them to remind the driver of our rules. We then ask the haulage company for feedback.

Other areas

1. Are there any other sources of collisions / injuries affecting your company? If yes how do you tackle them or plan to?

There have been a number of so called tilting accidents in Sweden and in the area of Gothenburg in particular. The regional SRA formed a group which looked into possible causes. One result of this group meetings was new road signs warning heavy trucks about sharp turns; and at Schenker we have issued a special warning when it comes to uneven distribution of goods/cargo between the lorry and the trailer. An empty lorry carrying a fully loaded trailer is a combination which must be driven with extra care and lower speed.

2. Do you foresee actions to tackle risk factors that are more difficult to detect (for example regarding driver's fitness to drive: fatigue/ prescription drugs/ health problems...)?

We have no immediate plans – but there is an active work process going on, and we hope to be ready for such future challenges.

3. Are there any other particular in-vehicle safety equipment that you have fitted your vehicles with or wish to fit them with?

We have recently equipped our domestic vehicles with new hand computers for scanning cargo - and a so called black box for recording fuel consumption and speed is an additional choice made by many of our haulage companies.

4. How does your route planning take road safety into consideration?

The schedules are set in collaboration between

Schenker and the haulage companies in question to ensure that there is enough time to carry out the assignments. In that sense delivery schedules do not pressure drivers to speed.

ETSC would like to thank DB Schenker for their contribution. Questions regarding DB Schenker can be directed to Ms. Monica Jadsen Holm

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