



# Safety Gazette

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## Winter Emergency Kit

It is that time again, WINTER WEATHER! Temperatures dropping and shorter days is a reminder for all motorists to re-stock or create a Winter Emergency Kit. In many US regions, winter storms can cause accidents and strand motorists on the side of the road for hours. Motorists should prepare for such an emergency. A Winter Emergency Kit should be stocked with the following:

- Special Points of Interest:**
- Are you ready for the winter weather?
  - How to keep your BASIC scores low and maintain compliance.
  - What to eat while on a long haul.
  - Video footage in the cab? But can it help?
  - Distracted driving lets fix that!
  - Emergency evacuation plans for the office.

- Extra warm clothes
- Coat
- Hat
- Mittens
- Chemical hand warmers
- Boots
- Extra set of clothes
- Blanket or sleeping bag
- Water bottles
- Nonperishable food / snacks
- Jumper cables
- Tire Chains
- Emergency flares
- Roadside emergency triangle reflectors
- Kitty litter or sand for tire traction
- Flashlight with extra batteries
- First aid kit
- Medication
- Ice scraper with snow brush
- Snow shovel
- Battery powered radio



If you find yourself stranded on the side of the road, make sure you safely place the roadside emergency triangle reflectors behind the vehicle to warn other motorists. Always be aware of weather conditions. Be aware that road conditions can deteriorate quickly; if you have further questions please visit the Loss Control Website at [www.losscontrol.iat-group.com](http://www.losscontrol.iat-group.com)

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# Maintaining FMCSA BASIC Scores

The ultimate job of all commercial drivers and carriers is to protect life. The Federal Motor Carrier Safety Administration (FMCSA) developed its operational model through the Complaints, Safety and Accountability (CSA) Program as a means to implement more effective and efficient ways to prevent commercial vehicle crashes through identifying high-risk motor carriers and drivers and apply a wider range of interventions to reduce high-risk behavior. In short, the CSA uses past behaviors to predict future outcomes and through this behavioral analysis and predictive modeling, methods and systems are put in place to prevent incident. The Behavioral Analysis and Safety Improvement Categories (BASIC) provide carriers with a numerical value for several headings that give a report of the overall status of the carrier as compared to established Department of Transportation (DOT) rules and regulations.

How do carriers keep BASIC scores low and maintain compliance? At the base of all issues related to high BASIC scores is poor vehicle maintenance and poor training/hiring processes. With vehicle maintenance accounting on average for nearly two-thirds of the points/violations being assessed, carriers must not only make a concerted effort to stress the importance of comprehensive pre-trip vehicle inspections, but provide extensive driver training that shows how to properly look for issues and know what in fact constitutes a defect. Studies have shown that companies with detailed hiring/screening processes of potential drivers paired with extensive onboarding/orientation programs lasting from 3-7 days have the best BASIC scores. When carriers take a more focused approach on hiring the best drivers possible, violations and issues are avoided.

Training is the single most helpful tool that can proactively negate negative future consequence arising from preventable issues. The IAT Loss Control Website and Pro-Tread training site are excellent tools that help carriers train and correct deficient behavior and practices. Develop a culture within the organization that INSPECTS vehicles as opposed to EXPECTS vehicles are being maintained. Develop a culture that teaches drivers to get out and look at their vehicles to identify and repair issues. Develop a comprehensive hiring and training program that screens, educates and continually trains drivers. Road testing is a key component to a successful hiring/orientation program. When carriers take extra steps to screen, train and develop drivers that go the extra mile to thoroughly inspect their vehicles, high BASIC scores are negated keeping carriers off DOT's radar.

Article Sources:

<http://www.losscontrol.iat-group.com/Home.aspx>

<http://www.truckinginfo.com/article/story/2015/02/strategies-for-staying-on-top-of-csa.aspx>

# Nutrition: A Guide for the Long Haul

As you are aware, the transportation industry is based on maintaining timeliness and efficiency. In most cases time literally equates to money. So how do we maintain some semblance of a healthy lifestyle when by the very nature of our industry, we are forced to choose practicality over substance? This article will serve as a guide to "those on the go," presenting healthier options that will not only enhance driver fitness and lifestyle but overall productivity and efficiency using a long term focus.

The Science behind Fats: There are three basic forms of macronutrients: Proteins, Fats and Carbohydrates. At the macronutrient level, fats at its most pure form are the most concentrated sources of energy and calorically dense macronutrient that we can ingest. Our bodies are designed to use less calorically dense macronutrients such as carbohydrates and proteins for energy primarily and to hold on to fat to store as energy when these macronutrients run out. Carbohydrates convert to glucose which the body uses as energy and in the production of glutamate and acetylcholine, a hormone that promotes efficient brain processes. In laymen's terms, since fats provide us the most stored energy in addition to being the highest calorically, we must make concerted efforts to ingest primarily protein and carbohydrates while keeping fat ingestion to a minimum to optimize energy levels and brain functioning, which are requirements needed to operate vehicles on the road safely for extended periods of time.



(Continued on page 4)

# Lets Go to the Replay

Professional sports teams have long recognized the benefits of reviewing game films to help determine how their players can improve. They also use films to identify what part of the defense broke down and allowed their rival to score, or on a more positive note, find weaknesses in their opponents' defense that they can capitalize on to improve the likelihood of success of called play. More and more trucking firms are finding similar value in video recording to help improve driver behaviors; and similar to that missed block that resulted in a touchdown, determine what events contributed to the occurrence of a crash. Studies conducted by the National Transportation Safety Board (NTSB) demonstrated the positive benefits of in-vehicle video recording technology to monitor drivers. As of the result of the study, the NTSB issued a recommendation that all heavy truck and bus operators deploy such technologies. A similar study by the Virginia Tech Transportation Institute assessed the effectiveness of an event-based onboard video system on heavy trucks and buses. The study examined 10,648 crashes involving heavy trucks and buses pulled from the National Highway Traffic Safety Administration General Estimates System from 2010 to 2012 and reported "The event-based video system, combined with the driver behavior modification system, accounted for estimated reductions in fatal and injury crashes of 20% and 35%, respectively,"

Many fleets, both large and small, have recognized the benefits and embraced the technology. While enhanced crash analysis is the more obvious benefit of video systems, the greater benefit is usually found in using the system to improve driver behaviors. Fleets have been able to use telematics data to track location, speed, and even hard braking and hard steering, however, absent a camera to record conditions, such observations were without context. Installing cameras in the trucks greatly enhances the ability of management to be able to provide meaningful coaching to drivers.

While there are various in-cab video systems available, most work in a similar fashion. The devices typically have a forward lens focused on what is happening outside of the truck and an inside lens that looks at the driver. Some fleet operators have expressed concern that drivers may view installation of video cameras in trucks as an imposition and invasion of privacy. Most systems only save a few moments of recording when triggered by an "event" which should alleviate driver concerns over privacy. Additionally, one camera service provider noted that on the average only 5 minutes of video per month is captured and transmitted

Watching video footage is a particularly effective training tool for both novice and experienced drivers. When coaching novice drivers, it is especially useful as a tool to help promote situational awareness, as triggering events are often preceded by a failure to observe and react to others or changing conditions. When used to coach experienced drivers it is often useful to identify poor habits that may have developed as a result of complacency and over confidence, such as unsafe following distances. Infractions of company policy such as use of a cell phone or not wearing a seat belt are often identified. Coaching based on observed deficiencies allows for efficient use of resources and is a more effective training approach than general training.

It's also worth pointing out that in the majority of truck/car crashes the car contributed to, if not caused the crash. There is a great deal of anecdotal evidence that use of camera can often exonerate the truck driver. Even if the truck driver was at fault, the use of the video can help reduce claim costs by avoiding expensive litigation and minimizing disputes thereby allowing for fast track settlement of claims.

However, the best way to reduce costs associated with crashes is to understand the behaviors that are putting drivers most at risk - and change them so that the collision is avoided altogether. We are confident that use of video camera systems in fleets used for coaching is one of the best ways to accomplish this.

IAT encourages customers considering installation of in-cab video systems to explore the various service providers that offer the hardware and management services supporting use. We also invite you to contact IAT Loss Control to help you make the best use of your investment.



# Nutrition: A Guide for the Long Haul Continued

Alternative Food Sources: The culture of promoting healthy living and eating has been an infectious trend that has spilled over into the fast food industry. Today many fast food chains have “healthy options” menus designed to give consumers healthier alternatives to foods traditionally laden with saturated fats and sugars. However, being knowledgeable about what is actually healthy vs. what is deemed healthy is paramount. “Healthy” salad options still are covered in cheese, sugary croutons and doused in dressings that all but eliminate the “healthy” original intent. Knowledge is power. No longer are companies allowed to keep nutritional content under wraps. Menu nutritional values are available at all major fast food restaurants upon request.

Use the **C.A.P** method when evaluating fast food options:

**C** – CHOOSE only from the healthiest available options.

**A** – ASSESS what nutritional values are presented in your available options.

**P** – PORTION control is a key factor in not over-consuming unnecessary calories.

Long term effects: Driving is more mentally taxing than physically exhaustive in nature. A low caloric expenditure versus a high caloric intake is a recipe for certain disaster. Consuming diets high in fat is harmful to your cardiovascular and circulatory system in general. Fat build up in your arteries can lead to stiff veins and arteries that can cause a multitude of health related issues to include but not limited to: heart attacks, strokes, blood clots and heart disease. Incorporating healthier eating habits into your day to day routine, will not only ensure that you are functioning at optimal health and focus levels, but it will contribute to better job performance and a better overall sense of well-being in the long run.

Article Sources:

<http://healthyating.sfgate.com/saturated-fats-give-high-energy-4106.html>

<http://www.thetruckersreport.com/library/eating-on-the-go-fast-food-nutrition/>

## Distracted Driving: Cell Phone Safe Practices

With the advent of the smartphone and its ever increasing popularity, the Federal Motor Carrier Safety Administration (FMCSA) in conjunction with the US Department of Transportation (DOT), banned the use of cell phones and electronic devices when operating a commercial vehicle. This is not new or alarming news, as many companies have individual cellphone policies that drivers annotate prior to being hired, that outline all penalties associated with operating a commercial vehicle and using a cellphone. The growing issue is that many companies are adopting the use of less costly electronic log keeping software applications via the driver’s smartphone, in an effort to become compliant with the new electronic logbook requirements mandated by the DOT. Adherence to the following could prevent potential fining, suspension, damages and even loss of life.

- Never text and/or read texts while operating commercial vehicle
- Do not have phone in hand while operating commercial vehicle
- Use a hands-free device or the speaker function while operating commercial vehicle
- Use voice-activated or one-button touch features to initiate/answer/terminate a call while operating commercial vehicle

Remember, you are more than 23 times more likely to have a crash while operating commercial vehicle under distracted conditions. Waiting to return a message under safe conditions can save you thousands of dollars in fines and penalties and help keep your license!

# Safe Egress: Ensuring Emergency Readiness

The National Fire Protection Association (NFPA) develops and implements more than 300 codes and standards that are intended to eliminate death, injury, property and economic loss due to fire, electrical and related hazards. NFPA 101: Life Safety Code was developed as a means to develop strategies that protect consumers based on building construction, protection and occupancy features that greatly lessen the effects of fire and related hazards. For the scope of this article, we will specifically discuss the importance of maintaining clearly marked and readily identifiable entrance and exit ways that are free of debris, clutter or obstruction.

A minor financial and time investment directed toward ensuring company-wide readiness can prevent loss of income, wages and potentially life. There are several factors that must be considered when developing company Emergency Evacuation Plans and in regards to how Fire Exits are maintained.

## Fire exits

- Have at least two means of escape remote from each other that are to be used in a fire emergency.
- Do not allow fire doors to be blocked or locked when employees are within the buildings, except where an approved alarm system is integrated into the fire door design.
- Ensure exit routes are clear and free of obstructions.
- Ensure exit routes are properly marked with signs designating exit paths.

## Emergency evacuation plans

- Ensure there is a written emergency action plan for evacuation of employees that describes the routes to use and procedures to be followed by employees. The plan must be available for employee review. Procedures for accounting for all evacuated employees must be part of the plan.
- Ensure a plan exists for assisting employees and visitors with handicapping conditions.
- The plan must include procedures for those employees who must remain behind temporarily to shut down critical plant equipment before they evacuate.
- Ensure the means of alerting employees to a fire is part of the plan and an employee alarm system is available throughout the workplace and is used for emergency alerting for evacuation. The alarm system may be voice communication or audible signals such as bells, whistles, or horns.
- Ensure all employees are trained and know what is to be done in an emergency. Review the plan with new hires or newly assigned employees so they know the plan and their responsibilities.

We have all seen the aftermath and devastation of mass tragedies that could have been avoided, had a more focused effort been paid to ensuring readiness. Implementing the aforementioned steps proactively can help negate unnecessary loss and tragedy.

<https://ohsonline.com/articles/2010/07/01/back-to-basics.aspx>

<http://www.nfpa.org/codes-and-standards/document-information-pages?mode=code&code=101>

**DO NOT BLOCK**



**FIRE EXIT**