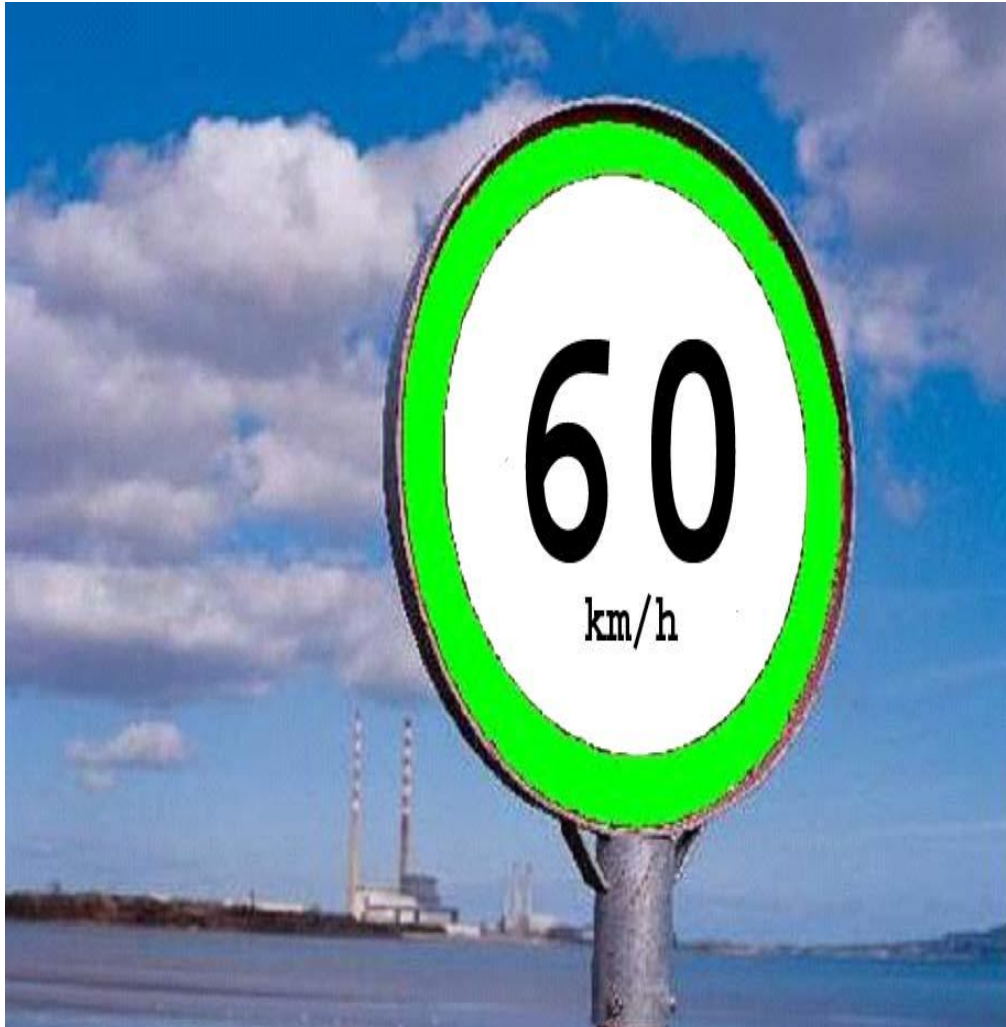


ESB ROAD SAFETY BUREAU



VAN AND DRIVER SAFETY AT ESB

European Transport
Safety Council

13th Oct 2014

Grainne Coogan

Road Safety Programmes

- **Safe Driving – It's My Responsibility 2004 - 2008**
- **Achieving Road Safety Excellence Programme**
- **2009 – 2011 (Extended to 2012)**
- **Road Safety Strategy 2013 – 2020. Our Journey to Excellence**

Other :

- **Strategic Alliance with RSA**
- **ESB Commitment to the European Road Safety Charter.**
- **Participation in PRAISE ETSC Awards and**
- **Leading Lights Awards**



ESB - 4 Fleets

2000 Commercial Fleet Vehicles

32 million km per annum

1,200 of this 2000 are LGVs – approx 60% are 4x4

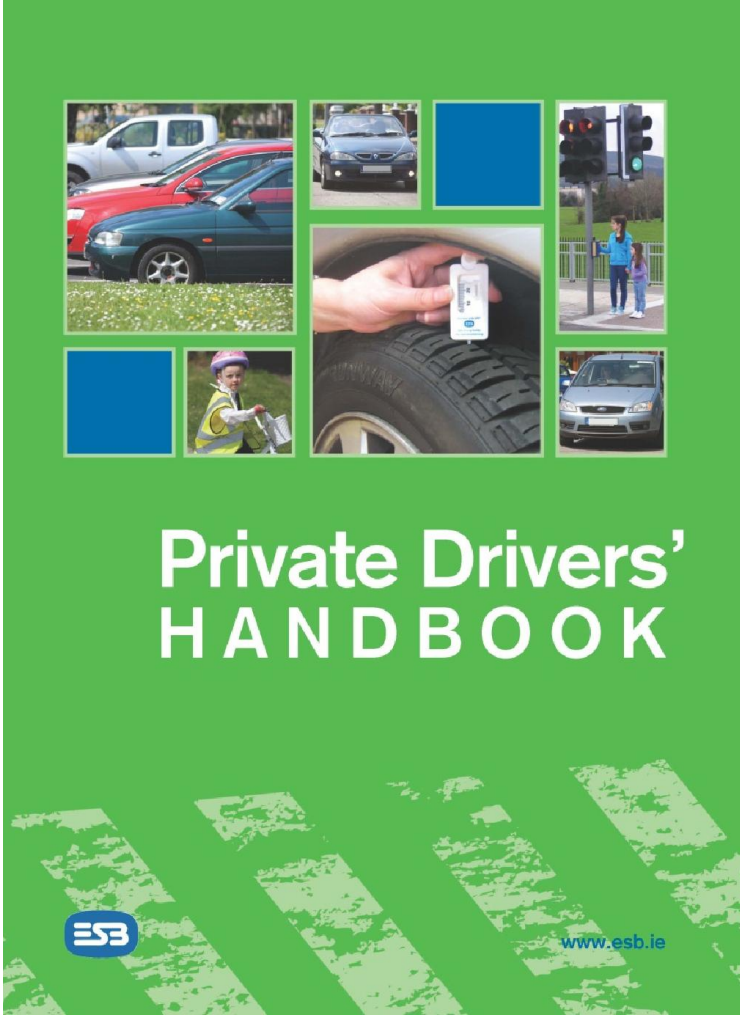
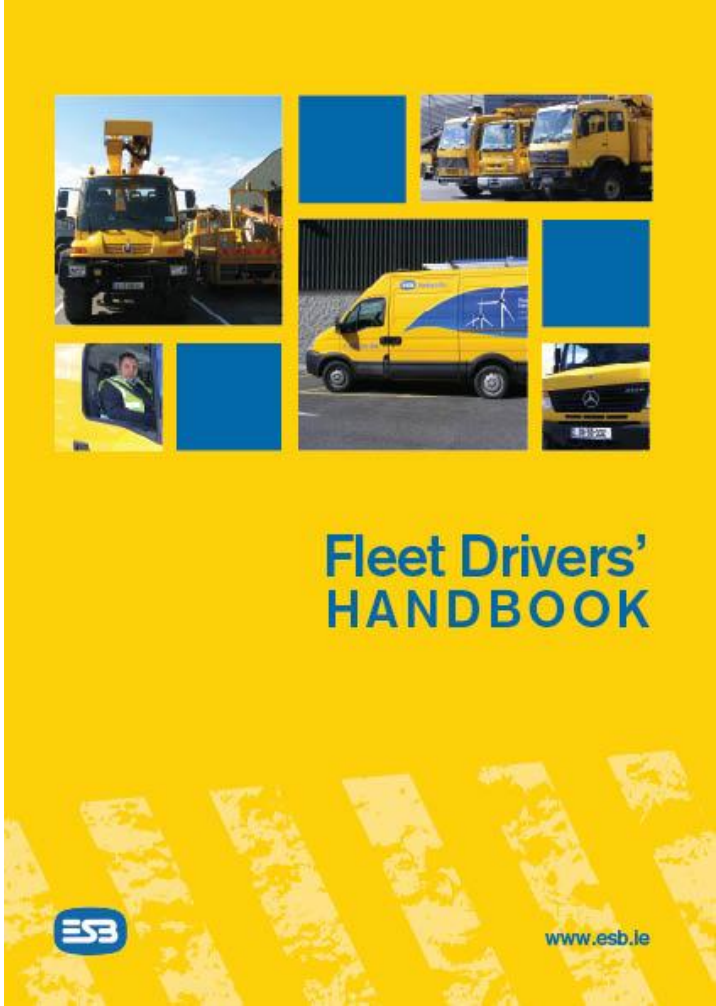




Opel Combo and Vivaro
VW transporter and Crafter
Ford Transit and Ranger
Landrover Defender
Nissan NV 200
20 + EVs



COMPREHENSIVE DRIVING POLICY



Policies / Procedures



VEHICLE SAFETY CHECK
It only takes a minute...

WEEKLY CHECK

- 🚗 Engine oil & fluid levels
- 🚗 Dashboard & vehicle clutter-free
- 🚗 Tyre pressure & wear
- 🚗 Vehicle tools, incl. fire ext.,
- 🚗 1st aid kit, warning triangle

DAILY CHECK

- 🚗 Mirrors, wipers, windscreen
- 🚗 Bodywork incl. steps
- 🚗 Tyre damage
- 🚗 Wheelnut indicators
- 🚗 Lights, beacon & horn
- 🚗 Security of load & equipment
- 🚗 Steering
- 🚗 Brakes
- 🚗 Seatbelts
- 🚗 Dashboard warning lights
- 🚗 Fuel level & air gauges
- 🚗 Reversing beeper/sensors/camera

Road Safety Bureau
June 2014

60



Vehicle Safety Checks


Driving Licences & Towing



Legal requirement to carry licence
 ESB conduct annual Licence audits

To DRIVE this vehicle, the LICENCE required is:	B
To TOW a load where the: <ul style="list-style-type: none"> - The Design GWW does not exceed the unladen weight of the drawing vehicle and the Total design GWW of the combination does not exceed 3,500kg. - The design GWW of the trailer does not exceed 750kg 	B
To TOW a heavier load.	EB

Never exceed the manufacturer's instructions as to maximum permitted weight that the vehicle can safely tow/draw.

9806748 

ESB NETWORKS Serving all electricity customers

KNOW THE VEHICLE, KNOW THE LICENCE...

B	Car/Van & Trailer DGVW exceeding 750kg DGVW 3000kg Max. Max. towing capacities and plated weights of vehicles and trailers must be observed.	Large Van or 'Jeep' & Small Trailer Max. 750kg DGVW Max. 750kg DGVW From Jan 2023	ATV Quad Bike From Jan 2023
EB or BE	Large Van or 'Jeep' & Large Trailer Max. 3000kg DGVW Max. 3000kg DGVW DGVW (Combination weight) 7000kg Max.		
C1 (Tachograph fitted)	Medium Truck & Small Trailer Max. 7500kg DGVW Max. 750kg DGVW Max. towing capacities and plated weights of vehicles and trailers must be observed.		
EC1 or C1E	Medium Truck & Large Trailer Max. 7500kg DGVW Max. 4000kg DGVW Max. 12000kg DGVW Max. towing capacities and plated weights of vehicles and trailers must be observed.		
C	Large Truck Small Trailer DGVW exceeding 3500kg Max. 750kg DGVW Max. towing capacities and plated weights of vehicles and trailers must be observed.	Tractor Unit & Semi Trailer Trailer DGVW exceeding 750kg	
EC or CE	Large Truck & Large Trailer DGVW exceeding 3500kg DGVW exceeding 750kg	Tractor Unit & Semi Trailer Trailer DGVW exceeding 750kg	
W	Agri Tractor, forstrack, Dumper, Telehandler or Backhoe Loader with or without Trailer where the design max. speed does not exceed 40km/h. Max. towing capacities and plated weights of vehicles and trailers must be observed. For more detailed information visit: www.esb.ie DGVW = Design Gross Vehicle Weight		

ENFORCEMENT - Audits

Vehicle Audits

- Seat Belt Audits



- Loading Audits

Driving Audits

A screenshot of a 'JobAid Driving Audit' form. The form is titled 'Driving Audit' and includes a 'JobAid' logo. It contains several sections with checkboxes and tables for recording observations. The sections include: 'Vehicle Safety Check', 'Driver Safety Check', 'The 3-point system of driving in operation', 'Information', 'Speed', 'Gear', 'Observation', 'When speed limits indicated?', 'Did driver adjust speed according to prevailing conditions?', 'Was there a safe distance between the driver's vehicle and the vehicle in front?', 'Did the driver have his hands on the steering wheel at all times?', 'STOPPING, BRAKING AND STARTING', 'MOBILE PHONES & TEXT MESSAGING', and 'OTHER ROAD USERS'. The form also includes a 'YOUR SIGNATURE' field and a date field.

Vehicle Specifications

- REVERSING AIDS
- DRIVER AND PASSENGER AIRBAGS
- FACTORY FITTED BULKHEADS
- PANELLED FLOOR / SIDES IN VANS
- LOAD SECURING POINTS
- DAYTIME RUNNING LIGHTS

Reversing Camera Set
RV 5100

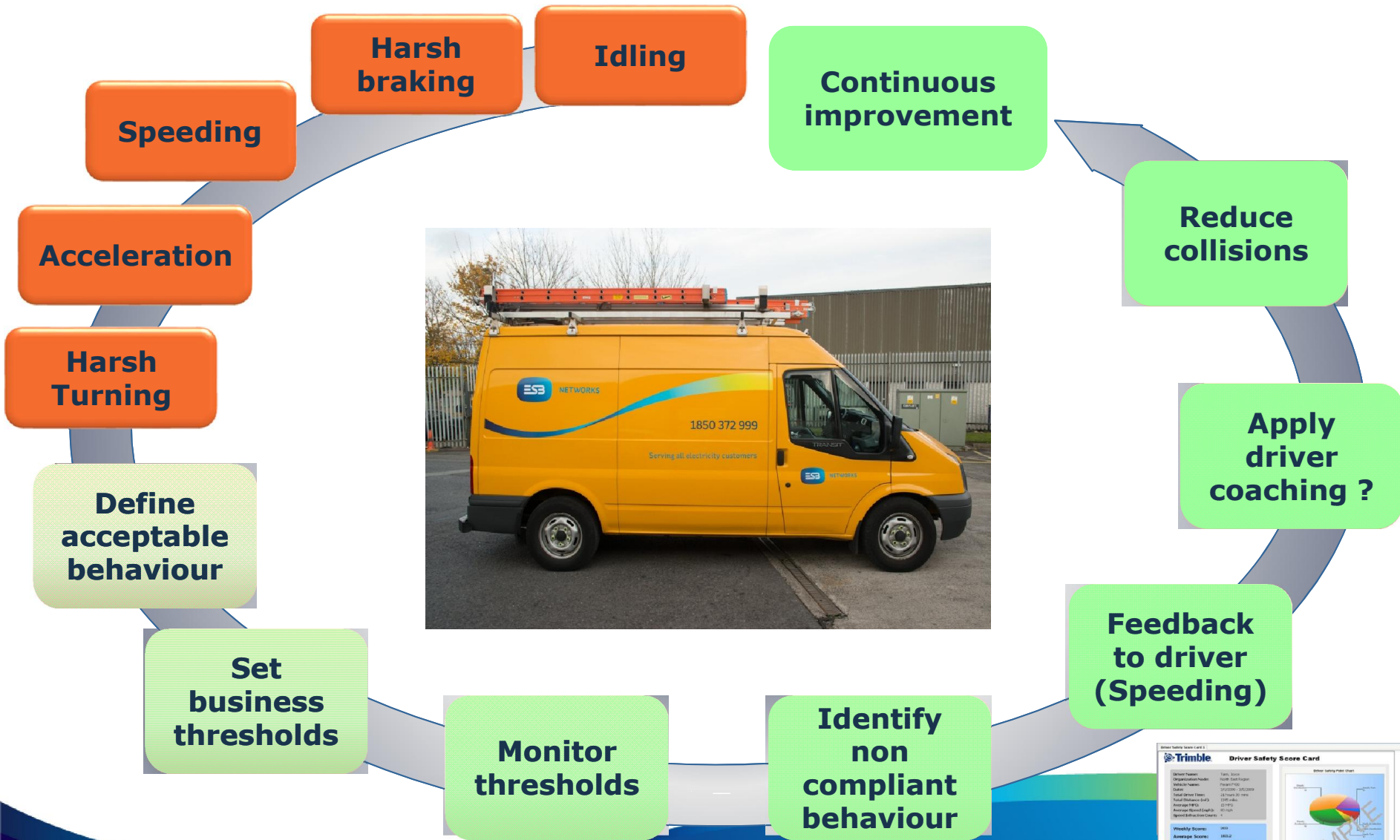


Vehicle Specifications

- **FULL ELECTRIC MIRRORS / ELECTRIC WINDOWS**
- **WHEEL NUT INDICATORS FITTED ON ALL VEHICLES & EQUIPMENT**
- **WARNING SIGNALS (Audible & Visual)**
- **ALL WEATHER TYRES ON VAN FLEET**
- **PILOT SPEED LIMITERS for <3.5t GVW VEHICLES**
- **TELEMATICS (Driver Behaviour)**



Telematics - Driver Behaviour



How the System Works



Driver Training



Advanced Driver Training

Specialist Vehicle Training (4x4)

Young Driver Programme

Post Collision Support Training



Maintenance

Preventative
Maintenance
Regime

Planned and
Unplanned

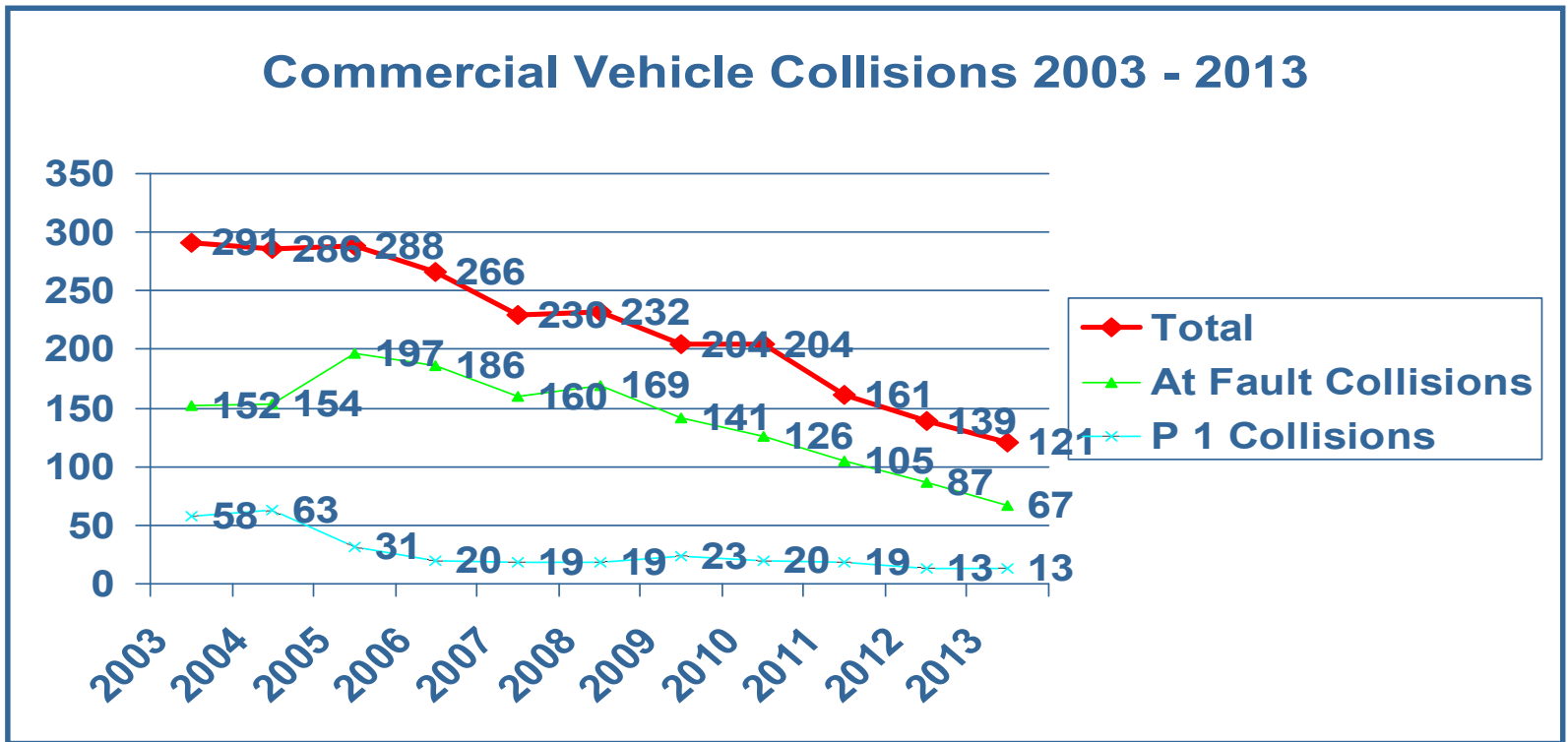
		VEHICLE/EQUIPMENT DEFECT REPORT	
Vehicle/Equipment Defect Report No.		<input type="text" value="74800"/>	
Date: _____			
Reported By; (Driver Name)	Reg/Fleet No.	Odometer Reading:	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
Details of defect; (Driver Complete) _____ _____			
Is this a recurring defect? Yes <input type="checkbox"/> No <input type="checkbox"/>			
If Yes how many times in the last year? <input type="text"/>			
Was defect identified as part of Daily Vehicle Safety check? Yes <input type="checkbox"/> No <input type="checkbox"/>			
State ESB, F&E Workshop: _____ or repairers name: _____			
Signature of Defect repairer: _____			
Date: _____			
<input type="text"/>		<input type="text"/>	
Give top copy (white) to ESB workshop/repairer; attach to invoice or Job Card		Retain bottom copy (yellow) in book F&E: Record VEDR No. & details on 'Tranman'	
Revision 1. July 2014 ESB 9804449			

Collisions

- Reporting all collisions.
- Report pack in Vehicle
- Investigation procedures
- Use of internal / external investigators
- Reports
- Post collision support training for Drivers (P1 Collisions)

The image displays two documents related to vehicle collisions. On the left is a top-down diagram of a car with a dashed line indicating a collision point. On the right is the ESB Motor Accident Report Form and an ESB 'Bump' Card. The report form includes sections for 'CRASH DETAILS', 'CRASH HISTORY', 'ACCIDENT', and 'INSURANCE'. The 'Bump' Card provides instructions for drivers on what to do after a collision, such as calling emergency services and reporting to their insurer.

Collisions 2003 - 2013



Benefits

- **Reduced costs for lost time**
- **Lower costs for damage repair. €1million in 2003 vs €650,000 in 2013.**
- **A substantial reduction in insurance costs ESB Commercial Fleet insurance costs in 2013 were 25% of costs of insurance in 2003.**
- **Less exposure to potential compensation claims and associated costs. 152 at fault collisions versus 67 in 2013 – 85 fewer compensation cases.**

Table A2: Total Cost of Road Collisions in 2007

Type	Number of collisions	Cost per collision	Total cost (€)
Fatal	309	€2,891,435	€893,453,472
Serious	618	€386,286	€238,724,498
Minor	4,540	€38,045	€172,725,207
Material Damage	23,770	€3,044	€72,346,752
Total	29,237	N/A	€1,377,249,928

¹ Source of GNP per person employed Growth rate = CSO

Source:

Goodbody Economic Consultants,
Report for Dept. Transport.

Summary

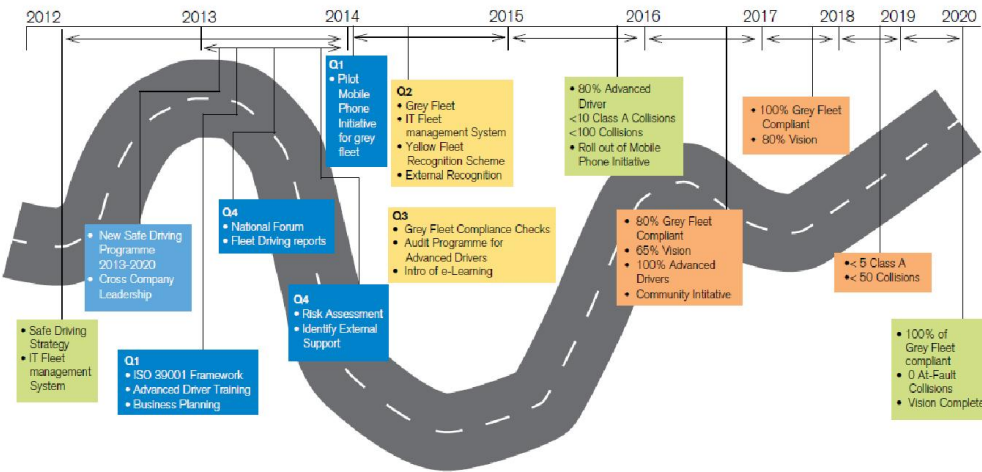
Long history of road safety in ESB

Ongoing commitment to reduce injuries and collisions through:

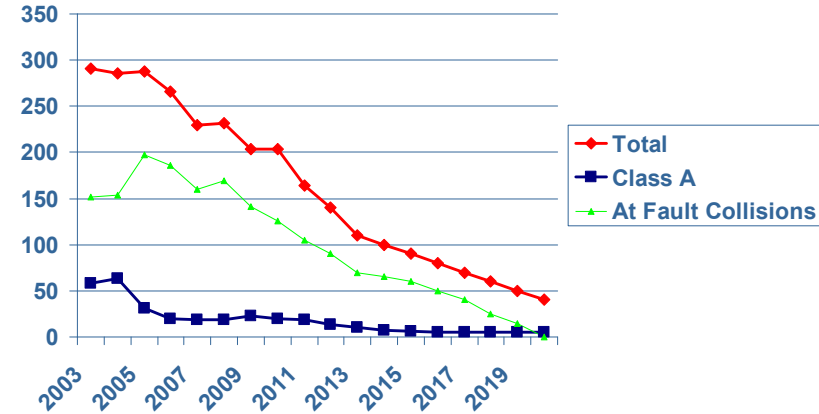
- Cultural change
- Road user education
- Better vehicles
- Better information

ESB WILL BE A NATIONAL EXEMPLAR IN ROAD SAFETY EXCELLENCE AND WILL ACHIEVE ZERO AT-FAULT INCIDENTS AND COLLISIONS

Road Map To Achieve Vision



ACHIEVING THE VISION WILL BE ACCOMPLISHED THROUGH IMPLEMENTATION OF THE ROAD SAFETY STRATEGY



ESB is committed to:

- Preventing injury by securing and maintaining the safety of all employees, contractors and visitors.
- Implementing the highest standards of Work Related Road Safety management and making continual improvement in the road traffic safety impact of all its activities.
- Complying with or exceeding all legal and regulatory safety obligations and standards.
- Setting, implementing and reviewing all Work Related Road Safety objectives using this policy as a basis.
- Promoting an open and proactive road safety culture with the full involvement of all our people.

Thank You