

Beyond The Cab

The only safety management newsletter dedicated exclusively to addressing injury prevention and workers' compensation cost control for trucking companies.



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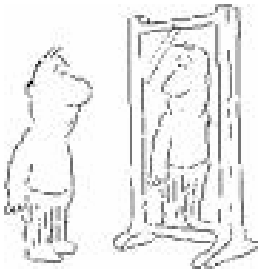
From Print to Practice

Part 2

This issue of "Beyond the Cab" is a continuation of the previous issue. It's intended to permit the safety directors who read "Beyond the Cab" monthly to perform a self-evaluation to determine how much of the content has move from being printed material in a newsletter to actively being practiced within their company.

Scoring

Just like the last issue of this newsletter, give yourself "3 points" for each question that you can answer "yes" emphatically; "2 points" if you can say you've given it a valiant effort; "1 point" if you can *kinda* answer "yes" to the question; and "0 points" if you can't honestly answer "yes" at all.



In the previous issue you could have earned a maximum of 46 points. This month's edition of "Beyond the Cab" addresses different issues and gives you the opportunity to raise your score to a possible (combined) score of 100.

New-Hire Training

New-hire orientation includes training that addresses the most common causes of driver injuries within the trucking industry and the most common causes of injuries within my company.

During the road test, drivers are observed and evaluated to determine if they are entering and exiting the truck properly.

Safety Training

Peer trainer (exiting drivers) are used to conduct some of the safety training.

Safety "training" at my company often includes a hands-on component that distinguishes it from safety-related "education."

Hands-on training is conducted relative to preventing falls when getting in/out of truck cabs.

Safety Meetings

Drivers who have been injured in the past are used in safety meetings to convey their experiences to other drivers, including what they do differently now to prevent a similar incident from happening again.

The key points from safety meetings are reinforced through print media and other means in the weeks and months that follow.

Footwear Policy

My company has a policy that requires drivers to wear sturdy boots that lace-up above the ankle and provide good traction.

Workers' Compensation Fraud

Drivers have been educated about how workers' compensation fraud committed by others in the company can impact every employee.

New employees are made aware that the company aggressively pursues those who commit workers' compensation fraud

Modified Duty

A modified duty program is used consistently to return injured employees to work as soon as they are released to perform some level of work activity.

Safety Observations

Drivers are intentionally observed both at the company facility and away from the company facility to evaluate their safe work practices, including using 3 points of contact.

Internal Marketing of Safety

Check-stuffers, posters, newsletters questionnaires and other print media are used to remind drivers of safe work practices.

3 to 5 key safe work practices have been identified and are being aggressively marketed to our drivers using a variety of mediums.

In an effort to keep drivers from becoming complacent about safety, there is an intentional effort to vary the means by which key safety issues are promoted

Subrogation

Every work-related injury is assessed to determine if there is a potential for subrogation?

Drivers have been instructed what to do to increase the potential for successful subrogation if they are injured as a result of someone else's negligence?

Driver Health

Driver health (particularly relating to obesity) is being addressed as a safety issue.

Conclusion

If, through conducting this self-evaluation, you identified areas within your safety program that can be strengthened, the purpose of this 2-part newsletter series has been well-served. Please contact the loss control staff at Midwestern Insurance Alliance for further information regarding any of these topics.