

Beyond The Cab

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



www.midwesterninsurance.com

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From Print to Practice

Part 1

For several years Midwestern Insurance Alliance has been providing the trucking industry with this monthly safety management newsletter.

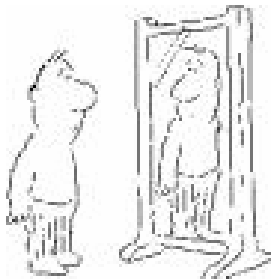
The title of this newsletter alone, "*Beyond the Cab*," is intended to serve as a monthly reminder that the overwhelming majority of driver injuries don't occur while the driver is behind the wheel, but instead occur... "beyond the cab." For this reason, the focus of each issue of this newsletter is on preventing of non-driving injuries and controlling the costs associated with workers' compensation claims.

The intent of this issue of Beyond the Cab (and the next issue) is to permit the safety directors who read it 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

If you're a numbers person and k=like to keep score, I'll give you "1 point" simply for being willing to perform this self evaluation. For each of the questions, you can earn a maximum of "3 points" each.

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 *kind of* answer "yes" to the question; and "0 points" if you can't honestly answer "yes" at all.



Safety Plan

Our company has a written "safety plan" that describes how we intend to reduce hazards and eliminate work-related injuries. It's not merely a document that includes safety-related policies, rules and DOT requirements.

Written "safe work practices" have been developed that describe how drivers are to perform routine tasks safely. These "safe work practices" have been shared with the drivers.

A periodic assessment of the our safety plan is conducted to evaluate its effectiveness.

Accident Investigations

Before discussing an injury with a driver, I (we) take the time to put the driver at ease by letting him/her know that my focus is on the prevention of future similar injuries, not on assigning blame for the incident.

In every circumstance in which it can be done safely, I (we) have the injured driver demonstrate how the incident occurred instead of having him/her verbally explain what happened.

When discussing an injury with a driver, I (we) routinely use a logical series of open-ended "why?" questions to help identify the root cause of each incident

Instead of relying solely on my own knowledge, intuition and opinions following an employee injury, I (we) actively solicit suggestions from the injured driver and others in attempts to identify measures that will prevent future similar incidents.

There is a sound process to verify that the planned corrective action identified following an injury has been implemented and is achieving its intended objective.

Communicating with Drivers

Every verbal communication that our safety department staff has with a driver emphasizes a key safe work practices.

I (we) make a concerted effort to exhibit concern and empathy as opposed to suspicion and indifference when a driver reports an injury.

I (we) maintain regular positive contact (at least weekly) with a driver who is off work as a result of a work-related injury

Disciplinary Process

Our company has documented what is expected of drivers toward achieving the goals of the company's safety plan, and have shared those expectations with drivers.

Our company has defined and documented the actions that will be taken when drivers fail to meet the company's safety-related expectations. This document identifies the triggers for retraining, loss of bonus, suspension, termination, etc.

Safety Incentives

Our company has a safety-related incentive program that includes safe behaviors relating to the prevention of non-driving injuries (or other performance-based measures).

How are you Doing

In this issue you could have earned a maximum of 43 points (including the "1 point" for being a good sport). Next month's edition of "Beyond the Cab" will allow you to evaluate yourself on some different issues and give you the opportunity to raise your perfect score of 43 to a perfect score of 100.