

FLEET SAFETY PROGRAMS

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WHY DO WE NEED ONE?

- The difference between responsibility and liability.
- Decision making: conviction, character, and counsel
- Regulatory compliance
- Due diligence
- Best interest of employees and company

Regulatory Compliance

- How will you relate to a compliance agency your due diligence?
 - Tangible proof, written program, documentation of actions, measurement processes, and evaluations.
 - Actions reflect the intent.
- How will you demonstrate your best effort?

Liability

- How will you relate to the families of victims or employees?
 - Due Diligence
- How will you defend your actions and the company?
 - Due Diligence

Negligence

- Did you know it was wrong?
- Did you fail to take action?
- OSHA violations can be viewed as negligence per se

Common Problems

- Fleet safety programs are often intangible or viewed as a long range effort
- Short term effects of some programs are encouraging – but they are short term
- Program elements are broad range and costly
- Not a high priority

Expert or Consultant

- Existing program elements defined
- Implementation of the program elements
- Documentation or demonstration of implementation
- Accident investigation
- Contributory negligence

OSHA/HIOSH/DOT Regulations

- General Duty Clause – Employers must provide a safe and healthful work place.
- DOT regulations – Enforcement of regulations for safe operations on public roads.
- Insurance carriers – Fleet safety programs to minimize risk.

Recommendations

- Due diligence
- Written program
- Management Leadership
- Analysis of operations
- Training
- Monitoring
- Evaluation