

Welcome

Office for State, Tribal, Local and Territorial Support
presents . . .

CDC Vital Signs **Keeping Truckers Safe on the Road**

March 10, 2015
2:00–3:00 pm (EDT)



Agenda

2:00 pm	Welcome & Introductions	Richard Schieber, MD, MPH Director, CDC <i>Vital Signs</i> Program, Office of Public Health Scientific Services, CDC
2:04 pm	Presentations	Stephanie Pratt, PhD Coordinator, Center for Motor Vehicle Safety, Division of Safety Research, National Institute for Occupational Safety, CDC Terry Bunn, PhD Associate Professor, Department of Preventative Medicine and Environmental Health Director, Kentucky Injury Prevention and Research Center Mike Watson, MBA Global Road Safety Manager, Shell International Petroleum Company, B.V.
2:30 pm	Q&A and Discussion	Richard Schieber, MD, MPH
2:55 pm	Wrap-up	
3:00 pm	End of Call	



CDC *Vital*signs™ Teleconference

to support STLT efforts and build momentum around the monthly release of CDC *Vital Signs*



Keeping Truckers Safe on the Road

Stephanie Pratt, PhD

Coordinator, Center for Motor Vehicle Safety
National Institute for Occupational Safety and Health
Centers for Disease Control and Prevention

Vital Signs Town Hall Teleconference
March 10, 2015

National Institute for Occupational Safety and Health
Center for Motor Vehicle Safety



The Problem

- ❑ **Motor vehicle crashes: 65% of truck driver deaths on the job¹**
- ❑ **Increases in deaths of large-truck occupants 2009–2012²**
 - Had dropped to 35-year low in 2009
- ❑ **Seat belts: Most effective way to prevent crash injuries/deaths**
 - Federal regulations require drivers of large trucks to use seat belts³
 - Improvements in seat belt use by truck drivers in the last 10 years
 - About 1 in 6 truck drivers still doesn't use a seat belt⁴

¹ Bureau of Labor Statistics, Census of Fatal Occupational Injuries

² Federal Motor Carrier Safety Administration (2014). Large truck and bus crash facts 2012. Washington, DC: FMCSA.

³ 49 CFR § 392.16: Use of seat belts. Washington, DC: Federal Motor Carrier Safety Administration; 1995.

⁴ Federal Motor Carrier Safety Administration (2014). Commercial vehicle safety belt facts. Washington, DC: FMCSA.

About 2.6 million Americans drive a large truck for work.¹
“Large trucks” weigh more than 10,000 pounds.
They are used in a wide range of work settings.



Photo credits: Thinkstock

¹ US Department of Labor, Occupational Outlook Handbook, 2014–2015

Aims

- ❑ **Examine current data on worker deaths and injuries in large-truck crashes**
- ❑ **Identify other risk factors that distinguish truck drivers who don't use a seat belt**
- ❑ **Recommend how states and employers can help prevent large-truck crashes, injuries, and deaths**
 - Increasing seat belt use
 - Addressing other risk factors for crashes: drowsy and distracted driving

Primary Data Sources

- ❑ **National Survey of US Long-Haul Truck Driver Health and Injury, 2010¹**
 - Personal interviews at 32 truck stops across the US
- ❑ **Fatality Analysis Reporting System (FARS), 2012²**
 - National census of fatal police-reported traffic crashes
- ❑ **Seat Belt Usage by Commercial Motor Vehicle Drivers Survey, 2013³**
 - Observation of seat belt use by researchers
- ❑ **Census of Fatal Occupational Injuries (CFOI)⁴**
 - National census of on-the-job deaths from all causes

¹ NIOSH/Federal Motor Carrier Safety Administration

² National Highway Traffic Safety Administration

³ Federal Motor Carrier Safety Administration

⁴ Bureau of Labor Statistics

Truck Crashes, Injuries, and Fatalities

□ In 2012

- 697 deaths of large-truck drivers or passengers¹
- 26,000 injuries¹
- At least 35% of truck drivers who died were unbelted²
 - Seat belts could have prevented up to 40% of these deaths³

□ 35% of long-haul drivers reported they had one or more serious crashes during their careers⁴

- On average, 108,000 miles driven in the past year

¹ Federal Motor Carrier Safety Administration (2014). Large truck and bus crash facts 2012. Washington, DC: FMCSA.

² Insurance Institute for Highway Safety (2014). Fatality facts—Large trucks, 2012. www.iihs.org/iihs/topics/t/large-trucks/fatalityfacts/large-trucks

³ Bahouth G, Langston E, McKnight AJ, Zaloshjna E, Robin J, Kumer J (2007). Safety belt countermeasures study final report (FMCSA-RRR-07_029). Washington, DC: FMCSA.

⁴ Chen G-X, Collins JW, Sieber WK, Pratt SG, Rodríguez-Acosta RL, Lincoln JE, Birdsey J, Hitchcock EM, Robinson CF (2015). Seat belt use among U.S. long haul truck drivers—United States, 2010. MMWR (forthcoming).

Large-Truck Crashes: Economic and Societal Burden

- ❑ **317,000 crashes in 2012¹**
- ❑ **\$99 billion total costs²**
 - \$40 billion for fatal crashes
- ❑ **For each death of a large-truck driver or passenger, 6 deaths of other road users in large-truck crashes¹**



Photo credit: Thinkstock

¹ Federal Motor Carrier Safety Administration (2014). Large truck and bus crash facts 2012. Washington, DC: FMCSA.

² Federal Motor Carrier Safety Administration (2014). Pocket guide to large truck and bus statistics. Washington, DC: FMCSA.

Other Safety Risks for Truck Drivers Who Don't Use a Seat Belt

- ❑ **Compared to long-haul truck drivers who wore their seat belts, drivers who never wore them were more likely to¹**
 - Live in a state without a primary-enforcement seat belt law²
 - Work for an employer without a written safety program
 - Have at least one moving violation in the past year
 - Often drive 10 mph or more over the speed limit

¹ Chen G-X, Collins JW, Sieber WK, Pratt SG, Rodríguez-Acosta RL, Lincoln JE, Birdsey J, Hitchcock EM, Robinson CF (2015). Seat belt use among U.S. long haul truck drivers—United States, 2010. MMWR (forthcoming).

² Primary-enforcement seat belt laws allow a police officer to pull over and ticket a driver or passenger for not wearing a seat belt, even if this is the only violation the officer sees.

What States Can Do

- ❑ Increase seat belt use through primary-enforcement seat belt laws¹
- ❑ Enforce federal regulations and state laws on maximum driving hours, text messaging, cell phones, and speed limits
 - Coordinate between state police and state/federal inspectors who enforce trucking safety regulations
- ❑ Include information about safe driving around large trucks in driver education manuals and classes



Photo credit: Thinkstock

¹ Primary-enforcement seat belt laws allow a police officer to pull over and ticket a driver or passenger for not wearing a seat belt, even if this is the only violation the officer sees.

What Employers Can Do to Prevent Truck Crashes

- ❑ **Commit to driver safety at the highest levels of leadership**
- ❑ **Establish a comprehensive driver safety program, and enforce policies**
- ❑ **Address factors that are known to contribute to crashes**
 - Set delivery schedules that allow drivers to operate within the law
 - Educate drivers on ways to avoid drowsy or distracted driving
 - Ban text-messaging and the use of hand-held phones while driving
 - Consider banning hands-free phones
- ❑ **Involve drivers in solving driver safety problems**

Network of Employers for Traffic Safety (2014). NETS comprehensive guide to road safety. Vienna, VA: NETS.
<http://trafficsafety.org/nets-comprehensive-guide-to-road-safety-download>

Pratt SG, Rodríguez-Acosta RL (2015). Preventing work-related motor vehicle crashes. DHHS (NIOSH) Publication No. 2015-111.

What Employers Can Do to Promote Seat Belt Use

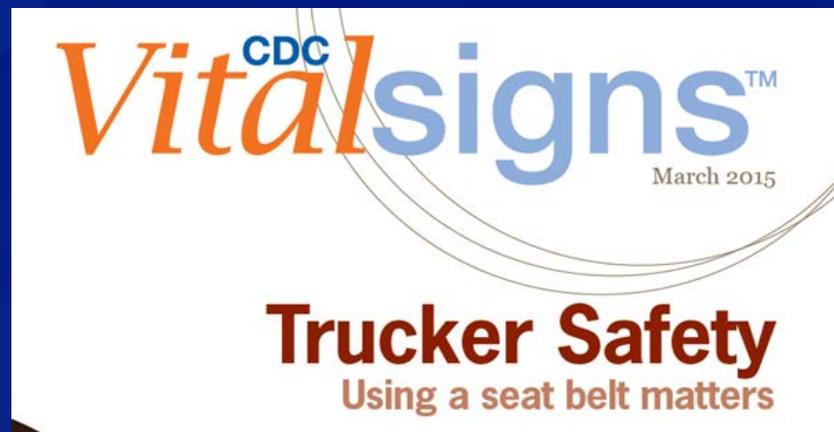
- ❑ **Require everyone in the truck to buckle up**
- ❑ **Explain the value of wearing a seat belt in training and safety meetings**
- ❑ **Involve workers in designing and implementing seat belt programs**



Federal Motor Carrier Safety Administration (2006). Increasing safety belt use in your company (FMCSA-ESO-06-0011). Washington, DC: FMCSA. www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/increasing-safetybelt-usage-manual.pdf

Conclusions

- ❑ The best way to keep truck drivers safe on the road is to prevent crashes in the first place.
- ❑ If there is a crash, wearing a seat belt is the most effective way to prevent injury or death.



www.cdc.gov/vitalsigns/index.html



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Visit: www.cdc.gov | Contact CDC at: 1-800-CDC-INFO or www.cdc.gov/info

The findings and conclusions in this report are those of the authors and do not necessarily represent the official position of the Centers for Disease Control and Prevention.





Kentucky Trucking Injury Surveillance, Research, and Outreach

Terry Bunn, PhD

Associate Professor, University of Kentucky

Director, Kentucky Injury Prevention and Research
Center



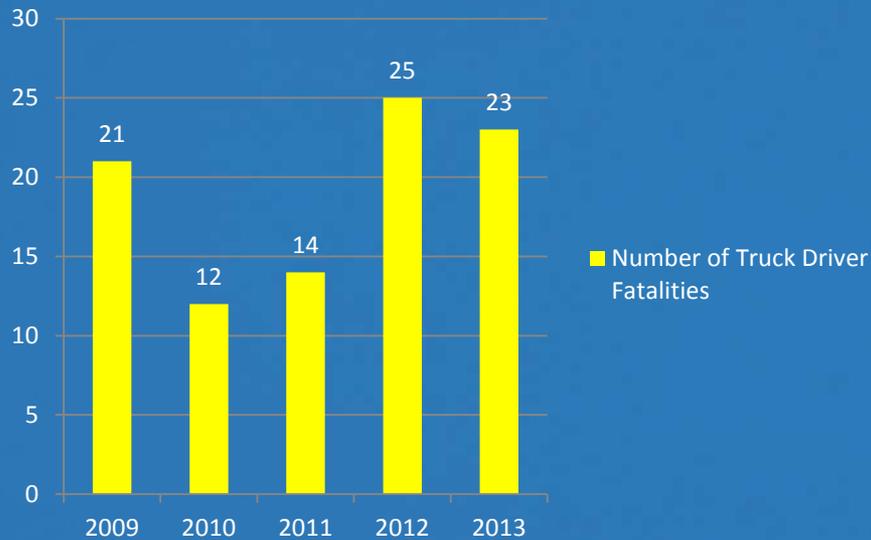
Disclaimer

This work was supported by grant/cooperative agreement number 24600H008483-10 from NIOSH. Its contents are solely the responsibility of the authors and do not necessarily represent the official views of NIOSH.

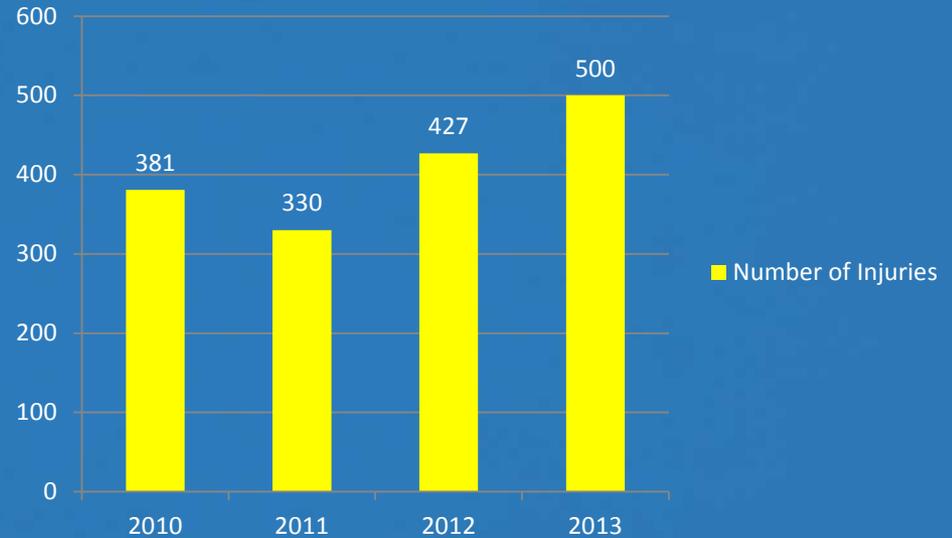
Kentucky Occupational Safety and Health Surveillance (KOSHS) Program

- Indicator Program
- Fatality Assessment and Control Evaluation (FACE) Program
- Research

Kentucky Truck Driver Injury Surveillance



Data Source: Kentucky FACE Program Surveillance Data



Data Source: Kentucky Workers' Compensation Data

Factors Associated with Fatal Commercial Vehicle Collisions

Factor	Adjusted Odds Ratio	95% Confidence Interval
Fatigue/Falling Asleep	21.03	4.17–106.07
Distraction/Inattention	3.16	1.22–8.24
Unrestrained	8.21	3.51–19.21
>50 Years Old	2.94	1.08–7.99

Bunn TL, Slavova S, Struttman TW, Browning SR. Sleepiness/fatigue and distraction/inattention as factors for fatal versus nonfatal commercial motor vehicle driver injuries. *Accid Anal Prev.* 2005 Sep;37(5):862–9.

Factors Contributing to Semi Truck Collision Injuries

Factor	Adjusted Odds Ratio	95% Confidence Interval
Sleeper berth passenger	0.72	0.38–1.36
Unrestrained	2.25	1.15–4.41

Bunn, TL, Slavova, S, Robertson, M. 2013. Motor Vehicle Injuries Among Semi Truck Drivers and Sleeper Berth Passengers. J Safety Res. 44:51–5.

Partners



281.907 Educational Training Courses for Motor Carriers

- ❑ Before an intrastate or interstate motor carrier registers a vehicle with the Department of Vehicle Regulation, the carrier shall furnish evidence of motor carrier operation and safety regulation training course completion within the preceding 12 months
- ❑ A provider of the educational training course may establish a fee not to exceed \$200 for the training course, to be paid by the motor carrier
- ❑ The committee and training course providers shall maintain training records, completion certificates shall be issued, and all training records shall be public records

Dissemination

Volume 12, Issue 1
February 2013

KENTUCKY HAZ ALERT

DRIVERS KILLED DUE TO TIRE FAILURES

To Prevent Tire Failures,

Employers should:

- Ensure that routine maintenance is performed on work vehicles.
- Implement and enforce an employer seat belt safety program.

Employees should:

- Be properly trained in safe work vehicle operation.
- Perform routine pre-trip and post-trip inspections, including inspection of the tires.
- Ensure that tires do not run below 80%.

Case 1: A 46-year-old male who owned his own construction company was fatally injured when the front passenger tire failed and the truck ran off the road. The truck overturned and struck two trees. The driver was transported by air to the nearest trauma hospital where he died.

Case 2: A 59-year-old male died after his semi truck struck another semi truck while traveling at low speed, due to a tire failure. The driver was transported to the nearest hospital where he died of his injuries.

Case 3: A 46-year-old male driving a sealing and stripping truck for a residential company died after the rear passenger tire failed. The truck overturned three to four times and the driver, who was not wearing a seat belt, was thrown from the vehicle and died at the scene.

Case 4: A dryclean facility van operator died after the van approached a side street in a 45 mph zone, and the rear passenger tire failed. The van veered to the left and struck a tree head-on. The moment was transported to a local hospital and died.

E-TRIP AND INSPECTION!

WHERE THE RUBBER **Meets the Road**
Safety and Compliance
Truck Driver Dies - Tractor Leaves Road and Plunges Into Creek

The Truck Operator

The semi-truck driver was a 28-year-old male with a wife and two children living in a rural area. He is employed by a local firm that has been in operation since April 10, 2009.

The Incident

In the early morning hours of a full day, early rain showers and the length of driving caused the driver to become fatigued. He was transporting 30,000 lbs. of material to a construction site. The truck driver exited the highway but lost a wheel and traveled 1,120 feet, striking a water line and several trees before plunging into a creek head, clearing the air open. At 10:27 a.m., a witness called the fire department to report a semi-truck that had rolled over in the creek. The driver was ejected from the vehicle and was transported to a local hospital and died.

The Investigation

The driver was traveling north on a four-lane interstate highway for nearly two hours. Traffic was light and the road was wet from the rain. The speed limit in the area was 70 MPH. The driver had parked up the road for a rest stop and was heading north for a total length of 47 miles on the highway. After this he had been on the road for a total of seven hours and 30 minutes. The driver was heading west to destination when the semi-truck left the roadway for unknown reasons. The tractor rolled over the roadway and fell into the creek.

Witnesses

The driver exited the roadway and traveled approximately 1,120 feet to the creek bed. There were no witnesses or brake marks on the pavement prior to leaving the interstate lane. The front of the vehicle entered the creek and rolled over the side of the road or came up over the cab. The driver became trapped in the semi-truck. There were no other witnesses who witnessed the crash.

A witness who lived along the creek advised that the driver reported a suspension that subsided in the creek. He stated that the truck rolled over the side of the road and struck a water line and several trees before plunging into a creek head, clearing the air open. At 10:27 a.m., a witness called the fire department to report a semi-truck that had rolled over in the creek. The driver was ejected from the vehicle and was transported to a local hospital and died.

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Volume 12, Issue 3
December 2014

KENTUCKY FACE
Fatality Assessment & Control Evaluation

HAZ ALERT

Semi Drivers Killed due to Rear-End Collisions

Case #1: A 30-year-old male truck driver was traveling after dark on an unlit highway when he unknowingly approached a semi-truck that had slowed to a stop due to road construction. With only a few feet to spare, the operator attempted to brake and swerve to the right, but failed to avoid collision on the driver's side of his truck. The truck driver was speaking on his cellular device at the time of the incident, although it is unclear if he was using a Bluetooth or other hands-free device. He died at the scene.

Case #2: A 37-year-old male truck driver was traveling during daylight hours along the interstate, when he approached a truck traveling at 25 mph with its emergency flashers engaged. Both trucks were in the right-side lane. At the last second, the operator braked and swerved, attempting to avoid a collision, but struck the slower vehicle. The entire driver's side of the semi-truck was completely crushed and the driver was ejected and killed.

What steps can be made to prevent such incidents?

- Motor carriers should consistently train their drivers on the importance of speed and space management.
- Maintain awareness of distracted drivers on the importance of speed and space management.
- Reduce distractions. Limit hands-free cell phone use.
- Perform pre and post-trip inspections.
- Buckle up!

Two Semis Collide - Fire Ensues; Both Drivers Perish

Incident Number: 11KY031

Photograph of semi struck by another semi. Property of KY FACE.

Kentucky Fatality Assessment and Control Evaluation Program
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QUALITY ENVIRONMENT AND CONTROL EVALUATION
KY FACE

FACE TOOLKIT
May 2011

Addressing Driver Fatigue

Working long hours on a continuing basis is associated with chronic fatigue, a high-risk of serious chronic health conditions in drivers.

In a caution study by the FMCSA, driver fatigue ranked among the top 10 self-reported contributing factors to large truck crashes (17%).

Photo Credit:
Very Good Corp/AMTRAK Truck Driver Fatigue USDOJ
*Real-world hours of service study. Extra Drivers Using Hour Meter/FAA/FAA News, Labor Fatigue: FMCSA
**Large Truck Crash Causation Study: National Shift, FMCSA

Contained in the Toolkit
https://www.kyface.org/face-toolkit

- 1) Semi Truck Driver Dies in Sleep While Driving, Causes 2 Deaths (11KY031)
<https://www.kyface.org/face-toolkit>
- 2) Digital FACE Study (11KY108)
<https://www.kyface.org/face-toolkit>

Tanker Truck Involved in Deadly Crash on Interstate

Incident Number: 14KY007

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QUALITY ENVIRONMENT AND CONTROL EVALUATION
KY FACE

1. http://www.mc.uky.edu/kiprc/projects/KOSHS/face/pdf/Truck_tire_failures_-_February2013HazAlt.pdf
2. <http://www.mc.uky.edu/kiprc/projects/KOSHS/face/pdf/Publication1.pdf>
3. <http://www.mc.uky.edu/kiprc/projects/KOSHS/face/pdf/Publication1.pdf>
4. http://www.mc.uky.edu/kiprc/projects/KOSHS/face/data/Reports/11KY031_Final.pdf
5. <http://www.mc.uky.edu/kiprc/projects/KOSHS/face/data/Reports/Publication2.pdf>
6. <http://www.mc.uky.edu/kiprc/projects/KOSHS/face/data/Reports/report-14KY007-FINAL.pdf>



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Shell's Road Safety Journey to Goal Zero

Vital Signs Town Hall Teleconference
March 10, 2015



Mike Watson, MBA
Global Road Safety Manager
Shell International Petroleum Company, B.V.



Definitions & Cautionary Note

Reserves: Our use of the term “reserves” in this presentation means SEC proved oil and gas reserves.

Resources: Our use of the term “resources” in this presentation includes quantities of oil and gas not yet classified as SEC proved oil and gas reserves. Resources are consistent with the Society of Petroleum Engineers 2P and 2C definitions.

Organic: Our use of the term Organic includes SEC proved oil and gas reserves excluding changes resulting from acquisitions, divestments and year-average pricing impact.

Resources plays: our use of the term ‘resources plays’ refers to tight, shale and coal bed methane oil and gas acreage.

The companies in which Royal Dutch Shell plc directly and indirectly owns investments are separate entities. In this presentation “Shell”, “Shell group” and “Royal Dutch Shell” are sometimes used for convenience where references are made to Royal Dutch Shell plc and its subsidiaries in general. Likewise, the words “we”, “us” and “our” are also used to refer to subsidiaries in general or to those who work for them. These expressions are also used where no useful purpose is served by identifying the particular company or companies. “Subsidiaries”, “Shell subsidiaries” and “Shell companies” as used in this presentation refer to companies in which Royal Dutch Shell either directly or indirectly has control, by having either a majority of the voting rights or the right to exercise a controlling influence. The companies in which Shell has significant influence but not control are referred to as “associated companies” or “associates” and companies in which Shell has joint control are referred to as “jointly controlled entities”. In this presentation, associates and jointly controlled entities are also referred to as “equity-accounted investments”. The term “Shell interest” is used for convenience to indicate the direct and/or indirect (for example, through our 23% shareholding in Woodside Petroleum Ltd.) ownership interest held by Shell in a venture, partnership or company, after exclusion of all third-party interest.

This presentation contains forward-looking statements concerning the financial condition, results of operations and businesses of Royal Dutch Shell. All statements other than statements of historical fact are, or may be deemed to be, forward-looking statements. Forward-looking statements are statements of future expectations that are based on management’s current expectations and assumptions and involve known and unknown risks and uncertainties that could cause actual results, performance or events to differ materially from those expressed or implied in these statements. Forward-looking statements include, among other things, statements concerning the potential exposure of Royal Dutch Shell to market risks and statements expressing management’s expectations, beliefs, estimates, forecasts, projections and assumptions. These forward-looking statements are identified by their use of terms and phrases such as “anticipate”, “believe”, “could”, “estimate”, “expect”, “intend”, “may”, “plan”, “objectives”, “outlook”, “probably”, “project”, “will”, “seek”, “target”, “risks”, “goals”, “should” and similar terms and phrases. There are a number of factors that could affect the future operations of Royal Dutch Shell and could cause those results to differ materially from those expressed in the forward-looking statements included in this presentation, including (without limitation): (a) price fluctuations in crude oil and natural gas; (b) changes in demand for Shell’s products; (c) currency fluctuations; (d) drilling and production results; (e) reserves estimates; (f) loss of market share and industry competition; (g) environmental and physical risks; (h) risks associated with the identification of suitable potential acquisition properties and targets, and successful negotiation and completion of such transactions; (i) the risk of doing business in developing countries and countries subject to international sanctions; (j) legislative, fiscal and regulatory developments including potential litigation and regulatory measures as a result of climate changes; (k) economic and financial market conditions in various countries and regions; (l) political risks, including the risks of expropriation and renegotiation of the terms of contracts with governmental entities, delays or advancements in the approval of projects and delays in the reimbursement for shared costs; and (m) changes in trading conditions. All forward-looking statements contained in this presentation are expressly qualified in their entirety by the cautionary statements contained or referred to in this section. Readers should not place undue reliance on forward-looking statements. Additional factors that may affect future results are contained in Royal Dutch Shell’s 20-F for the year ended 31 December, 2014 (available at www.shell.com/investor and www.sec.gov). These factors also should be considered by the reader. Each forward-looking statement speaks only as of the date of this presentation, 10 March 2014. Neither Royal Dutch Shell nor any of its subsidiaries undertake any obligation to publicly update or revise any forward-looking statement as a result of new information, future events or other information. In light of these risks, results could differ materially from those stated, implied or inferred from the forward-looking statements contained in this presentation. There can be no assurance that dividend payments will match or exceed those set out in this presentation in the future, or that they will be made at all.

We use certain terms in this presentation, such as discovery potential, that the United States Securities and Exchange Commission (SEC) guidelines strictly prohibit us from including in filings with the SEC. U.S. investors are urged to consider closely the disclosure in our Form 20-F, File No 1-32575, available on the SEC website www.sec.gov. You can also obtain this form from the SEC by calling 1-800-SEC-0330.

Why is Road Safety Important for Shell?



Delivering Products



Building Projects



Our People



Local Communities

Shell's Safety Journey: Goal Zero

- Safety is always our top priority
- We aim for **Goal Zero** = zero fatalities and no incidents that harm people or put our neighbors or facilities at risk
- Supporting our Goal Zero journey and drive for a compliant safety culture
 - Leadership at all levels
 - Road safety requirements
 - 4 Life-Saving Rules related to road safety

Golden Rules

COMPLY, INTERVENE, RESPECT

Working together to achieve Goal Zero



While driving, do not use your phone and do not exceed speed limits



Wear your seat belt



Follow prescribed Journey Management Plan



No alcohol or drugs while working or driving

SHELL COMMITMENT AND POLICY ON HEALTH, SECURITY, SAFETY, THE ENVIRONMENT AND SOCIAL PERFORMANCE

COMMITMENT

In Shell we are all committed to:

- Pursue the goal of no harm to people;
- Protect the environment;
- Use material and energy efficiently to provide our products and services;
- Respect our neighbours and contribute to the societies in which we operate;
- Develop energy resources, products and services consistent with these aims;
- Publicly report on our performance;
- Play a leading role in promoting best practice in our industries;
- Manage HSE & SP matters as any other critical business activity; and
- Promote a culture in which all Shell employees share this commitment.

In this way we aim to have an HSE & SP performance we can be proud of, to earn the confidence of customers, shareholders and society at large, to be a good neighbour and to contribute to sustainable development.

POLICY

Every Shell Company:

- Has a systematic approach to HSE & SP management designed to ensure compliance with the law and to achieve continuous performance improvement;
- Sets targets for improvement and measures, appraises and reports performance;
- Requires contractors to manage HSE & SP in line with this policy;
- Requires joint ventures under its operational control to apply this policy, and uses its influence to promote it in its other ventures;
- Engages effectively with neighbours and impacted communities; and
- Includes HSE & SP performance in the appraisal of staff and rewards accordingly.

Ben van Beurden
Chief Executive Officer

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Safety Leadership

- Leaders face choices/dilemmas, e.g., safety vs. costs vs. schedule

- Leaders are role models—whether they choose to be or not

A leader's behaviour impacts those around them and creates the culture of the organisation.

- Leaders are judged by the **things they do & say**—not **by their intent**

Good safety means good focus, good discipline, shared vision and the professionalism of our teams and our qualities as leaders.

“Poor safety is nothing more than a lack of leadership.”

“Safety is not only our number one priority and value, it is a fundamental reflection of our performance”

Holistic Approach to Road Safety

- Leadership and commitment
 - Management controls
 - Driver behaviour
 - Vehicle specifications
 - Journey management
 - Assurance and sustainability
-
- Hierarchy of Controls
 - 1) Eliminate the journey
 - 2) Change to a lower risk transportation mode
 - 3) Apply driver, vehicle, and journey controls



Risk Mitigation—Life Saving Rules

- 12 life-saving rules, 4 related to road safety
- These rules, combined with driver recognition and robust consequence management are key to our success



While driving, do not use your phone and do not exceed speed limits



Wear your seat belt



Follow prescribed Journey Management Plan



No alcohol or drugs while working or driving



In Vehicle Monitoring Systems (IVMS)

IVMS, including the feedback mechanism to drivers, training and recognition

- Incident reduction potential 20–30%
- Reduces speeding by up to 90%
- Increases seat belt use from 80% to 100%
- Monitor and manage driving hours and rest break regulations (reduce driver fatigue)
- Other benefits include reduction in
 - Fuel consumption (5–10%)
 - Vehicle maintenance costs

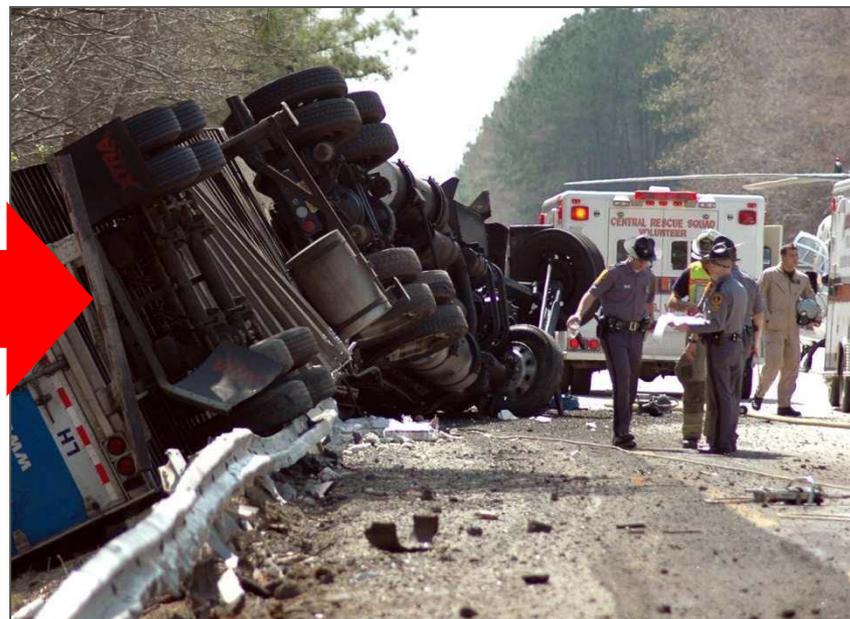
From installing an IVMS Device...



...To improved driver behaviour



Driver Fatigue



Up to 20% of all our road traffic fatalities are caused by driver fatigue.

Driver Training

- Focus on driver behaviour
- Defensive Driving Training
 - Driver Behaviour Indicator
 - Instructor-led training
 - E-learning modules
- Hearts and Minds—Driving Safely programme
- Additional elements
 - Driver fatigue
 - Journey management
 - Rollover awareness





You are here: Home > Environment & Society > Safety > Road safety

Road safety



Getting road safety right has long been a priority for us, and a serious challenge. We have the largest network of service stations in our industry. Shell staff and contractors drive more than 1.1 billion kilometres each year, around 75 times around the globe every day. We are making progress through our company-wide road safety standards and our proactive driver safety programmes. We are also working in partnerships to help set industry standards and pool skills and resources.



Improving road safety

Road safety is a priority for us and we have introduced a number of programmes to help keep drivers safe.



Road safety in the community

We work with others to help set industry standards and share resources as part of our efforts to reduce road incidents.



Driving safety home

A road safety scheme helps raise awareness of risks on the road and encourages drivers in the wider community to follow simple rules to stay safe.

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- Since 2009 Shell has had
- An 87% reduction in fatalities
- A 56% reduction in motor vehicle crashes

Contact Information



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Prevention Status Reports

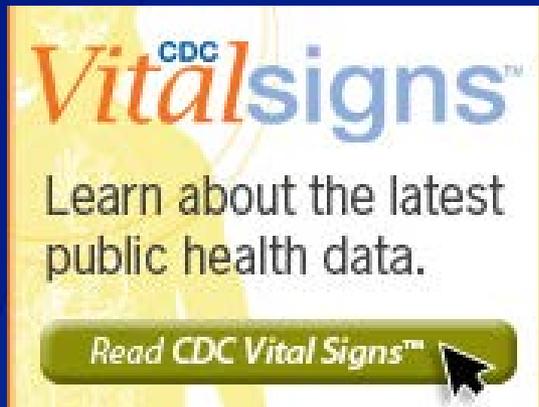
- The Prevention Status Reports (PSRs) highlight—for all 50 states and the District of Columbia—the status of public health policies and practices designed to prevent or reduce 10 important public health problems.

Topics	
 Excessive Alcohol Use	 Motor Vehicle Injuries
 Food Safety	 Nutrition, Physical Activity, and Obesity
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 HIV	 Tobacco Use

www.cdc.gov/psr/

Provide feedback on this teleconference:

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Please mark your calendars for the next
Vital Signs Town Hall Teleconference

April 14, 2015

2:00–3:00 pm (EDT)

For more information, please contact Centers for Disease Control and Prevention.

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The findings and conclusions in this presentation are those of the authors and do not necessarily represent the official position of the Centers for Disease Control and Prevention.

