

# Road Safety in Business

Virtual University of Uganda  
e-Conference May 29/30,  
2019

Greg Coleman

MD PetroMall, BP Head of Safety(&H&E&S) 2001-  
2006

# Tanker Accident- 153 Died



# SDG 3 AND 11

## Box 3: Sustainable Development Goals for Road Safety (September 2015)

**3** GOOD HEALTH  
AND WELL-BEING



By 2020, to halve the number of global deaths and injuries from road traffic crashes.

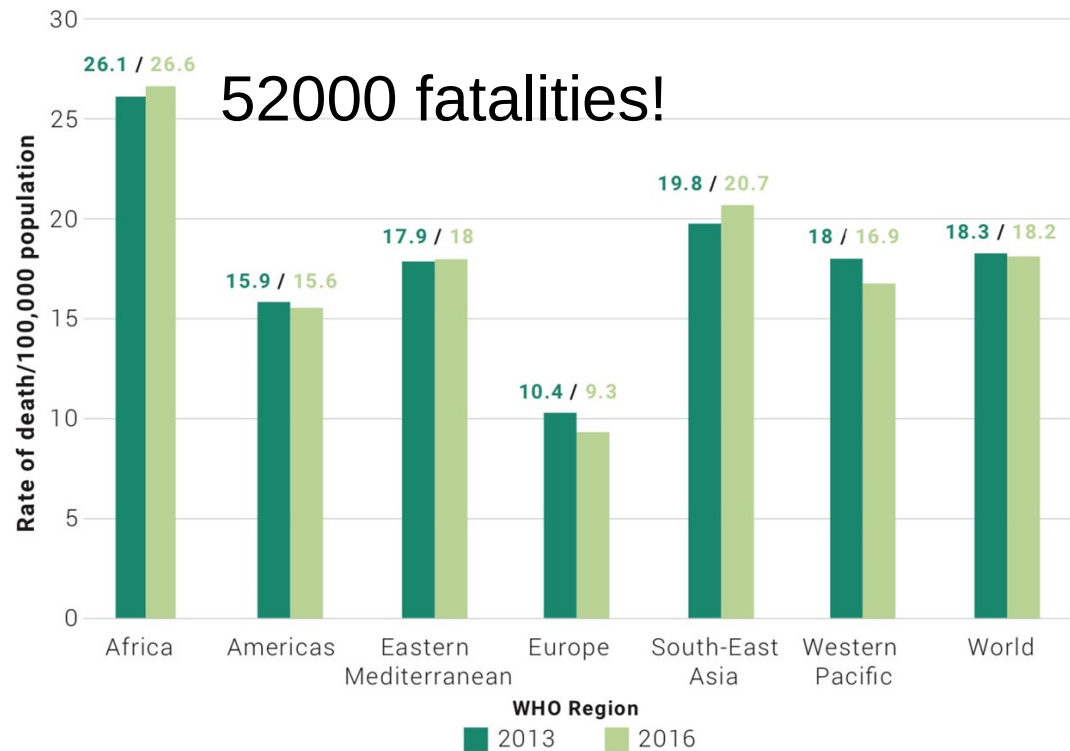
**11** SUSTAINABLE CITIES  
AND COMMUNITIES



By 2030, to provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities, and older persons.

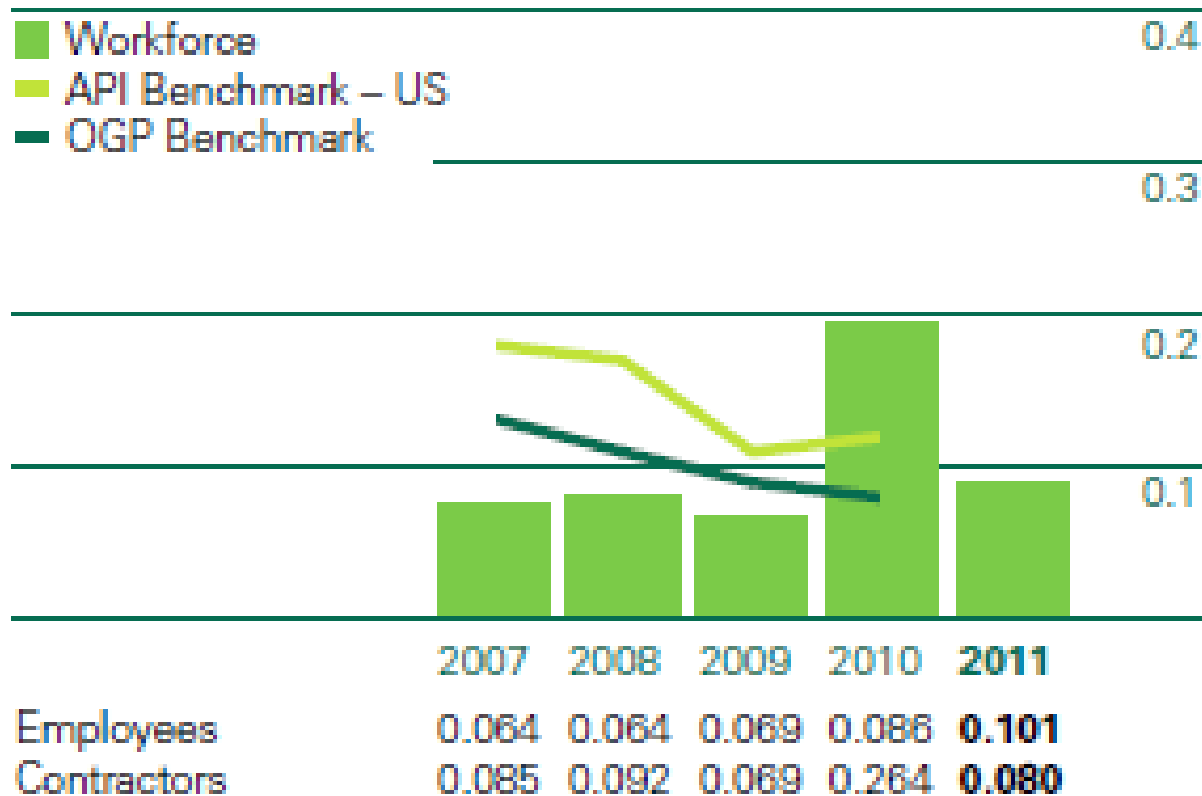
# WHO Statistics

Figure 5: Rates of road traffic death per 100,000 population by WHO regions: 2013, 2016



# BP- DAFWCF

## Days away from work case frequency (per 200,000 hours worked)



# Driving Safety

Road-related fatalities 2003-5	Empl	Contr	HV	LV	Total			
<b>2003</b> Employees & contractors engaged in BP operations 3rd party associated with BP operations Fatalities notified but not in BP operations	5	9	11	3	14	}	43	}
			20	9	29			
			6	8	14			
<b>2004</b> Employees & contractors engaged in BP operations 3rd party associated with BP operations Fatalities notified but not in BP operations	1	3	2	2	4	}	29	}
			20	5	25			
			15	10	25			
<b>2005</b> Employees & contractors engaged in BP operations 3rd party associated with BP operations Fatalities notified but not in BP operations	1	9	10	10	20	}	41	}
			21	0	21			
			0	4	4			

Category	Driver and vehicle population Type	Year				
		2004	2005	2006	2007	2008
1	All BP drivers and/or all drivers of BP owned vehicles		Some ongoing training and vehicle replacement programmes required in 2005/2006			
2	Non-BP drivers of vehicles on dedicated BP business - who are working exclusively for BP			Some ongoing training and vehicle replacement programmes required in 2006/2007		
3	Non-BP drivers of vehicles on dedicated BP business - who are not working exclusively for BP				Some ongoing training and vehicle replacement programmes required post 2006	
4	All other vehicles and driver populations	Not included in the current implementation plan (see note below)				

# Driving Safety Case Study

- 2002 workforce (13) and 3<sup>rd</sup> party fatalities(42)- **2/3<sup>rd</sup>'s road related**
- R&M Road Safety Leadership Team formed
  - Mobile phone use
  - Driver fatigue
  - Speed
- What was BP's response? What happened in 2006?

# Burundi- 50 Injured



# Driving Safety

Adherence is mandatory, as is compliance with relevant legislation.

**All categories of vehicle**, including mobile plant must only be operated if:

1. The vehicle is fit for purpose, inspected and confirmed to be in safe working order, with seatbelts installed and functional
2. The number of passengers does not exceed manufacturer's design specification for the vehicle
3. Loads are secure and do not exceed design specifications or legal limits for the vehicle

**Drivers must only operate a vehicle if:**

4. They are appropriately assessed, trained, certified and medically fit to operate the vehicle
5. They are appropriately rested and not suffering from tiredness or fatigue
6. They do not use a mobile-cell phone or other two-way communication device while driving the vehicle
7. Risks of the journey have been assessed and journey risk management plans in place in specific high-risk countries.
8. Seatbelts are worn by all occupants at all times a vehicle is in motion
9. They are not under the influence of alcohol or drugs
10. Safety helmets are worn by rider and passengers of motorcycles, quads, snow-mobiles and similar types of vehicle

# NO Driving Using Phone- Hands Free

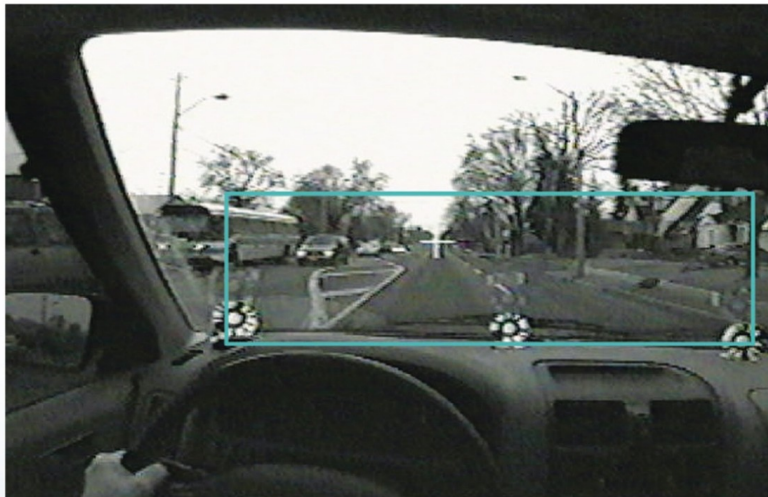


Figure 4. Where drivers not using a hands-free cell phone looked.  
Source: Transport Canada

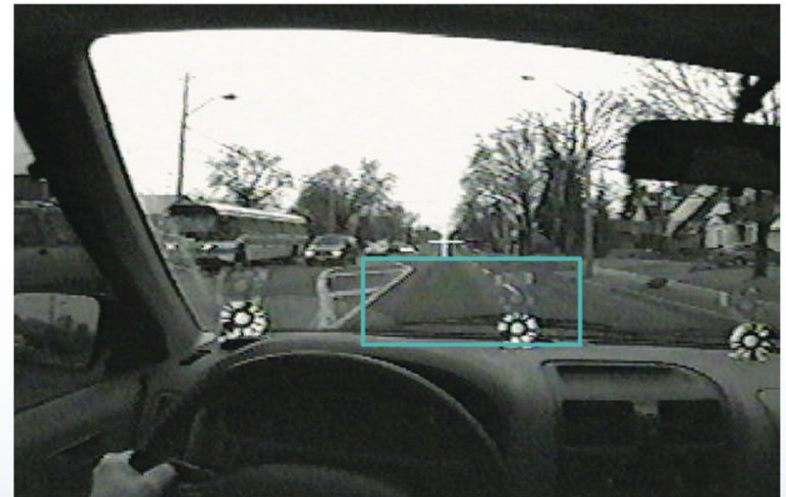
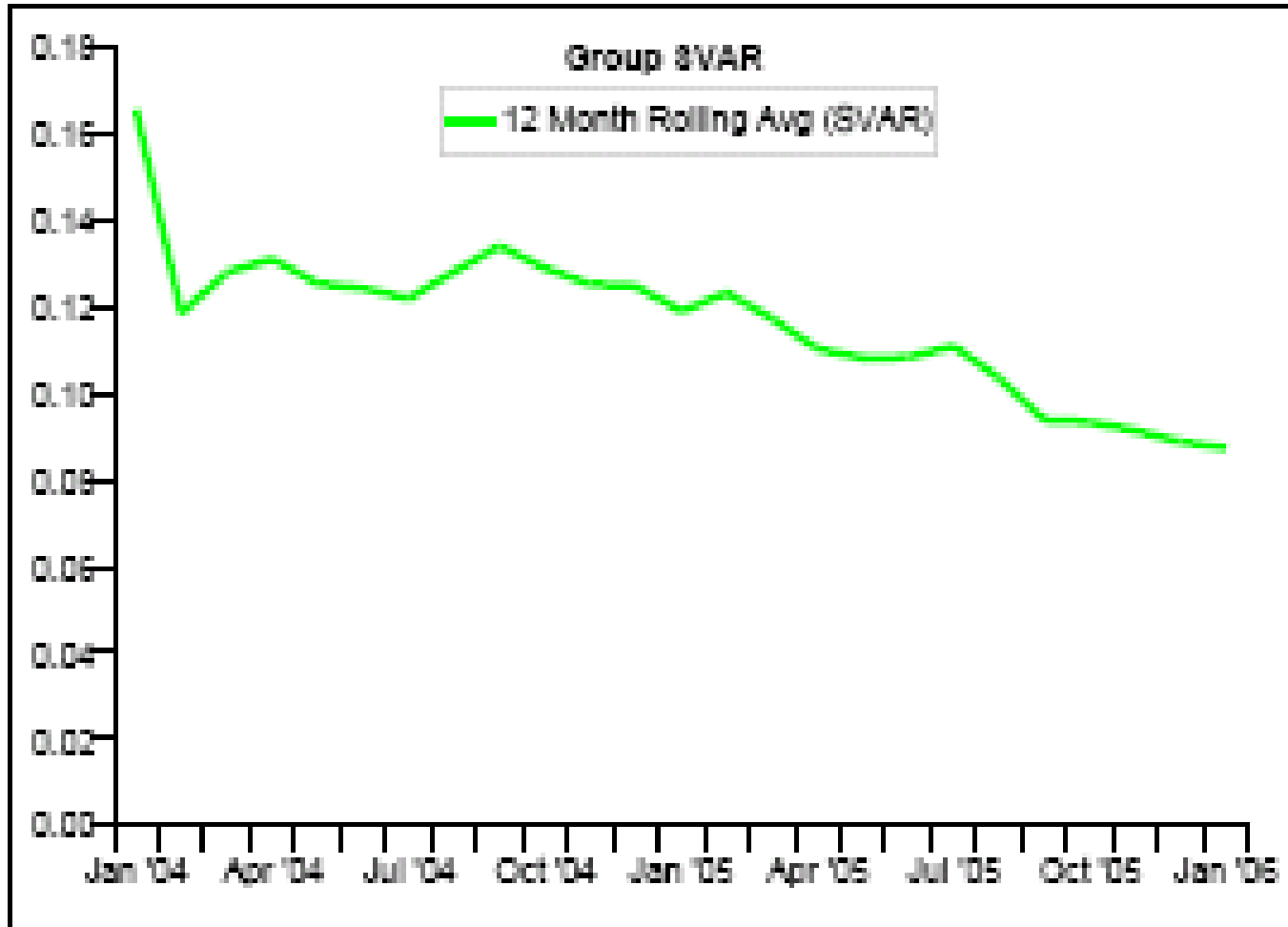


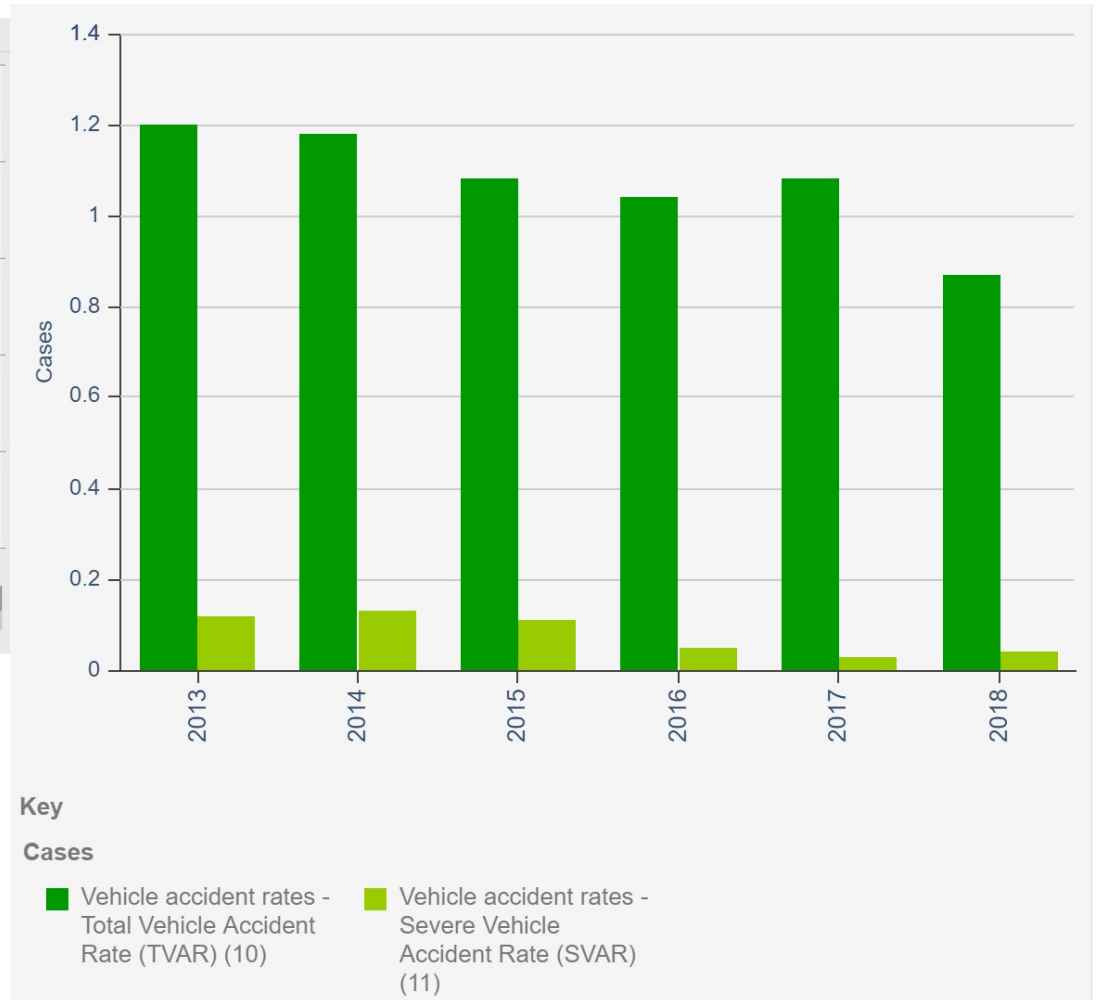
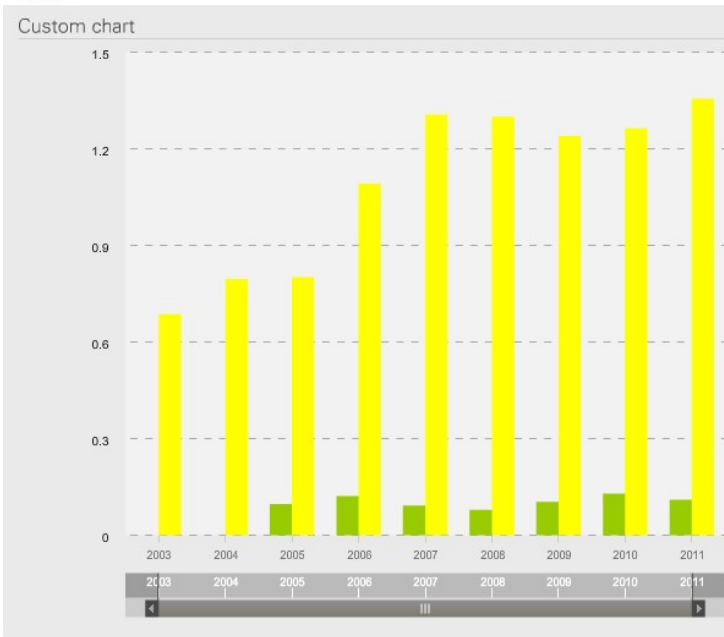
Figure 5. Where drivers using a hands-free cell phone looked.  
Source: Transport Canada

# Driving Safety

## SVAR



# BP Driving Safety



# BP Brazil Case Study

In 2011 BP began its Brazil biofuels operations, producing ethanol and sugar from locally grown sugar cane. Heavy vehicles transport the cane from the farms to the mills and deliver the products to markets across Brazil. In addition, we contract buses to bring the majority of our 6,000-strong workforce to and from work from neighbouring cities.

Sadly, there have been several vehicle-related fatalities among our Brazilian workforce and third parties over the years. Off-road driving, unpaved roads, dust in dry conditions, stopping distances in wet conditions and local driving behaviours were some of the contributing issues.


To improve safety we have replaced the fleet with new buses, enhanced driver training and provided seat belts. Through in-vehicle cameras, we can also record driving behaviour and use this as a coaching aid to improve driving skills.

We experienced no fatalities in our transport activities in 2016 and have seen improvements in driving safety – but we continue to be vigilant in what remains a challenging operating environment.

# Total & IOGP Driving Rules

Overview


**RULE 2**



TRAFFIC











YOU MUST NOT:

- ⊘ Exceed the speed limit and authorized driving time.
- ⊘ Use a mobile phone, even with a hands-free kit, while driving.



YOU MUST:

- ✔ Check condition and conformity of vehicles and machinery before use.
- ✔ Wear your seat belt.
- ✔ Use designated pedestrian paths/sidewalks and hold the handrail when taking the stairs.

VEHICLE-RELATED PRACTICES	
	<b>1. Vehicle specifications</b> Only operate vehicles which are fit-for-purpose.
	<b>2. Load securement</b> Only operate vehicles with loads properly secured.
	<b>3. In-vehicle monitoring system (IVMS)</b> Company-owned, contracted or leased vehicles to be fitted with IVMS. Before operating a vehicle fitted with IVMS, ensure it is functioning correctly.
DRIVER-RELATED PRACTICES	
	<b>4. Seatbelts</b> Wear a seat belt at all times while in a moving vehicle. <span style="float: right; background-color: #f1c40f; padding: 2px 5px; font-size: 0.8em;">Also an IOGP Life-Saving Rule</span>
	<b>5. Distracted driving and speed</b> Do not use your phone while driving and do not exceed speed limits. <span style="float: right; background-color: #f1c40f; padding: 2px 5px; font-size: 0.8em;">Also an IOGP Life-Saving Rule</span>
	<b>6. Driver competency</b> Only operate a vehicle if appropriately licensed, trained and qualified to do so safely.
	<b>7. Driver fitness/duty, driving and rest hours</b> Only operate a vehicle if fully alert and fit-to-drive.
	<b>8. No alcohol or drugs while driving</b> No alcohol or drugs while working or driving. <span style="float: right; background-color: #f1c40f; padding: 2px 5px; font-size: 0.8em;">Also an IOGP Life-Saving Rule</span>
JOURNEY-RELATED PRACTICES	
	<b>9. Journey management plan</b> Follow prescribed journey management plan. <span style="float: right; background-color: #2980b9; color: white; padding: 2px 5px; font-size: 0.8em;">Also an IOGP Life-Saving Rule</span>
	<b>10. Vehicle manoeuvring</b> Ensure pedestrians are 'out of danger' when reversing a vehicle and while moving a vehicle in a work area. <span style="float: right; background-color: #2980b9; color: white; padding: 2px 5px; font-size: 0.8em;">Complementary to IOGP Life-Saving Rule: Position yourself in a safe zone in relation to moving and energized equipment</span>

# IOGP Management System



Figure 1: The OMS Framework – Four Fundamentals underpin ten Elements

# Summary

- Accidents can be prevented
- Management leadership required
- Follow through and check
- Educate
- Enforce

# Getting started

Go to

<https://join.petromall.org/homepage/login/>

Enter your user name and password.

*Suggest you have a look at Public Communities first.*

# Current BP Safety Performance

Safety<sup>a</sup>

	2014	2015	2016	2017	2018
Fatalities – employees <sup>b</sup>	0	0	0	1	<b>0</b>
Fatalities – contractors <sup>b</sup>	3	1	3	0	<b>1</b>
Day away from work cases – workforce	145	108	94	97	<b>79</b>
Day away from work case frequency <sup>c</sup> (DAFWCF) – workforce	0.081	0.061	0.051	0.055	<b>0.048</b>
Recordable injuries – workforce	547	428	385	384	<b>328</b>
Recordable injury frequency <sup>c</sup> (RIF) – workforce	0.31	0.24	0.21	0.22	<b>0.20</b>
Tier 1 process safety events <sup>d</sup> (number)	28	20	16	18	<b>16</b>
Tier 2 process safety events <sup>d</sup> (number)	95	83	84	61	<b>56</b>
Loss of primary containment <sup>e</sup> (number)	214	202	200	205	<b>186</b>
Oil spills <sup>f</sup> – number (> one barrel)	156	146	149	139	<b>124</b>
Oil spills contained	93	91	91	81	<b>63</b>
Oil spills reaching land and water	63	55	58	58	<b>57</b>
Oil spills – volume (million litres)	0.4	0.4	0.7	0.9	<b>0.5</b>
Oil unrecovered (million litres)	0.2	0.1	0.3	0.3	<b>0.1</b>
Severe vehicle accident rate (per million kilometres driven)	0.13	0.11	0.05	0.03	<b>0.04</b>
Total vehicle accident rate (per million kilometres driven)	1.18	1.08	1.04	1.08	<b>0.87</b>