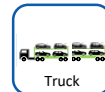




The Association of European Vehicle Logistics

# Health & Safety Working Group

Steve Thomas (Toyota Motor Europe)



# Key Incident

## Details of Incident

<b>Date</b>	<b>08-May-17</b>
<b>Member</b>	<b>LSP Driver</b>
<b>Age</b>	<b>40 Years</b>
<b>Exp</b>	<b>7.5 Years</b>
<b>Incident</b>	<b>Upper Deck Fall</b>
<b>Injury</b>	<b>Cracked Vertebrae &amp; Head Stitches</b>
<b>Absence</b>	<b>1 Month</b>

## Fell Thro' Fence



**Toyota Dedicated Route: LSP  
Implemented C/measures**  
(Structure + Process + Supervision + PPE)

**Never Again!**

# TME's Key Risks (Truck Loading)

## Drive Off



## Fall Off



## Roll Off



... with High Potential

# Challenges in Truck Loading

## Tough Environment

(3m High + 24 Hr-52 Wk  
Operation)

## Operating with Many OEMs

(Various, Incomplete Standards)

## Management Check is Difficult

(Geographical Operation)

## Shortage of Manpower

**Requires Effective Safety Mgt**

# Industry Safety Incidents (Truck Loading)

## Company A (2017/18)

1 x Fatal (Crushed in Trailer)  
2 x Fall from Height (1 x Disabled)

## Company B (2014~18)

21 Incidents - Working @ Height  
(6 Man-Years of Lost Time)

## Company C (2018)

1 x Fall → Fractured Skull;  
Unable to Return to Work

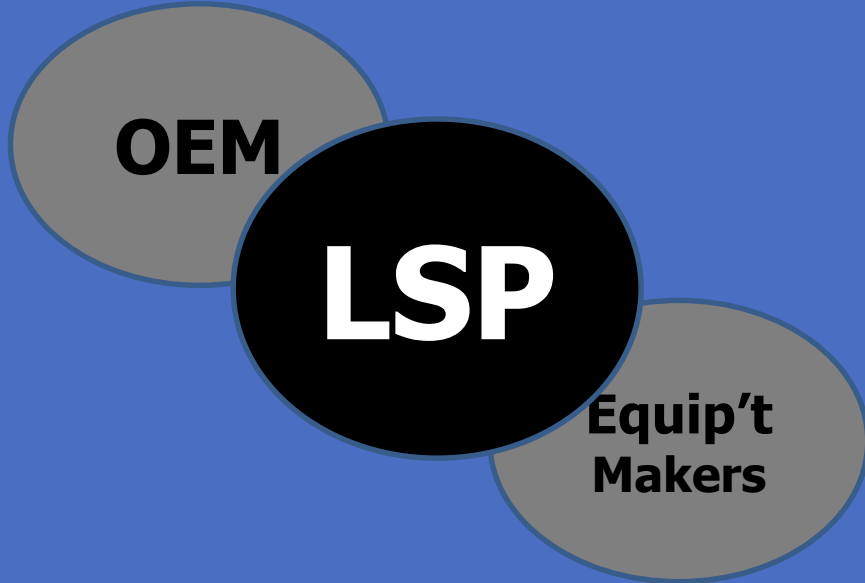
## Company D (2015~18)

RTA (Including Fatal & Fire)  
Upper Deck collapse → Head Injury

**Risks are Common**

# Working Group Direction

ECG Led Activity to..



... Achieve Safe Loading

**Sharing Key Incidents**  
→ Industry Wide Learning

**Define Best Practice**  
for Process & Environment

**Break Through**  
for Process & Environment

**An Industry Wide Activity is Req'd**

# Working Group ...

## Timeline

### Concern Raised

(19-Oct-17: Industry Wkg Group)

### Launch Wkg Group

(27-Mar-18)

### Steering Mtgs

(4/Year)

## Organisation



Jan van Assen



Steve Thomas

### Safety Reporting



Beatriz  
Soriano-Bayo  
(Renault)



Henri  
Lecoeur  
(Gefco)

### Environment Std



Marcin  
Pronczyk  
(Adampol)

### Breakthrough



Markus  
Formann  
(Hoedlmayr)

~25 Members Assigned

... Launched & Established

# Wkg Group 1 – Accident Sharing

## Objective

**Collect Reports for:**

**Significant Accidents**

(Accidents with injuries beyond first-aid)

**&**

**High-Potential**

**Near-Misses**

(Potential to cause injuries beyond first-aid)

## Why?

**Share Incidents  
with ECG Members**

(Safety Manager)

**Issue 'State-of-Industry'  
Report**

(1/Year)

**Promote Industry-Wide Knowledge**



# Wkg Group 1 – Accident Sharing

## Form to Collect Accident Info

ECG INCIDENT REPORT #10191227526 MY ACCOUNT MY REPORTS

### SEVERITY OF ACCIDENT

**1. FATAL**

Death of a person

**2. UNRECOVERABLE**

Amputation  Head trauma  Permanent damage/loss of eyesight (1 or 2)

Hearing loss  Serious burns causing permanent scarring  Others

**3. RECOVERABLE BUT SERIOUS**

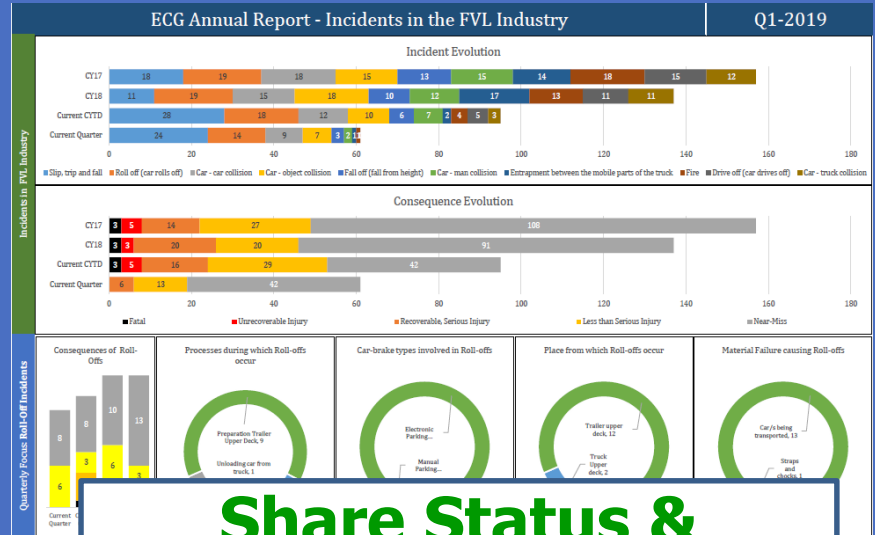
Fractures  Any admittance to hospital for more than 24 hours  Electric shock resulting in an injury

Any crush injury to the head or torso causing damage to the brain or internal organs  Cuts if an internal organ or tendon is hurt or in case of haemorrhage  Any other injury arising from working in an enclosed space, which leads to hypothermia or heat-induced illness/requires resuscitation

Non-permanent serious burns (including scalding)  Any loss of consciousness caused by head injury or asphyxia

**What & Why?**

## Annual Report



**Share Status & Countermeasure**

**Safety Managers – Get Ready to Share!**

# Wkg Group 1 – Accident Sharing

	Current Status	Next Steps
Incident Report	<b>System = Under Trial</b>	<b>Launch to Industry</b> (Jun-19)
Industry Report	<b>Template Drafted</b> (May-19)	<b>1<sup>st</sup> Report Issued</b> (Jan-20)

**Request: Input your accidents!**

# Wkg Group 2 – Std. Loading Process

## Objective

**Create an  
Industry  
Minimum  
Standard**

## Why?

**Precise Step x Step  
Guidance**  
(Emphasis on Safety)

**Align Drivers  
& Hub Operators**  
(Safe & Efficient Operations)

**Promote Safe Standard**

# Wkg Group 2 – Std. Loading Process

**1. Site Arrival**

**2. Prepare Deck**

**3. Drive Unit to Truck**

**4. Load Unit**

**5. Final Checks**

**Load TRUCK Upper Deck**







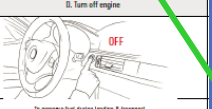
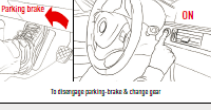


**Load TRAILER Upper Deck**

**Loading LOWER Deck**


**+ 4 x Fundamental Skills** (Enter Car; Start Car; Stop Car; Exit Car)

**Developing a Concise, Generic Std**

# Wkg Group 2 – Std. Loading Process

Four Fundamentals				
<b>F.1. ENTERING UNIT</b>	<b>A. Open door w/ 3 PC (1 hand on door edge, 1 hand on roof, feet on deck/ ground)</b>  To enter the unit safely & without damaging door	<b>B. Sit on driver-seat with both legs outside &amp; knees pointing towards door</b>  To prevent ergonomic injuries when entering vehicle	<b>C. Swivel body &amp; bring legs into the car</b>  To prevent ergonomic injuries when entering vehicle	
<b>F.2. 4-STEP PARKING</b>	<b>A. Put Gear on 1st/P</b>  To enter the unit safely & without damaging door	<b>B. Apply Parking brake</b>  To prevent ergonomic injuries when entering vehicle	<b>C. Check parking-brake light on odometer is ON</b>  To ensure parking-brake is applied	<b>D. Turn off engine</b>  To preserve fuel during loading & transport
	<b>F.3. RELEASE UNIT</b>	<b>A. Turn on Engine</b>  To engage parking-brake & charge gear	<b>B. Engage gear to drive</b>  To free driving axle	<b>C. Release parking brake</b>  To free non-driving axle

1 of 20 Pages

What?
<b>B. Sit on driver-seat with both legs outside &amp; knees pointing towards door</b>

To prevent ergonomic injuries when entering vehicle
Why?

Clear sketch with Key Point & Reason

# Concise Instructions

# Wkg Group 2 – Std. Loading Process

	Current Status	Next Steps
Guidance Document	<b>Finalising Book</b>	<b>Publish 1<sup>st</sup> Edition For Working Group</b> (Jul-19)
Align Drivers	<b>Trialled with Driver-Trainers</b>	<b>Adopt in Working Group LSPs</b> (Dec-19)

**Developing for Release**

# Wkg Group 3 – Std. Yard Design

## Objective

**Define  
Best Practice  
for Yards**

## Why?

**Promote Harmonized  
Yards**  
(Emphasis on Safety)

**Align Hub Operators &  
Drivers**  
(Safe & Efficient Operations)

**Create Standards Across Industry**

# Wkg Group 3 - Safe Loading Environment

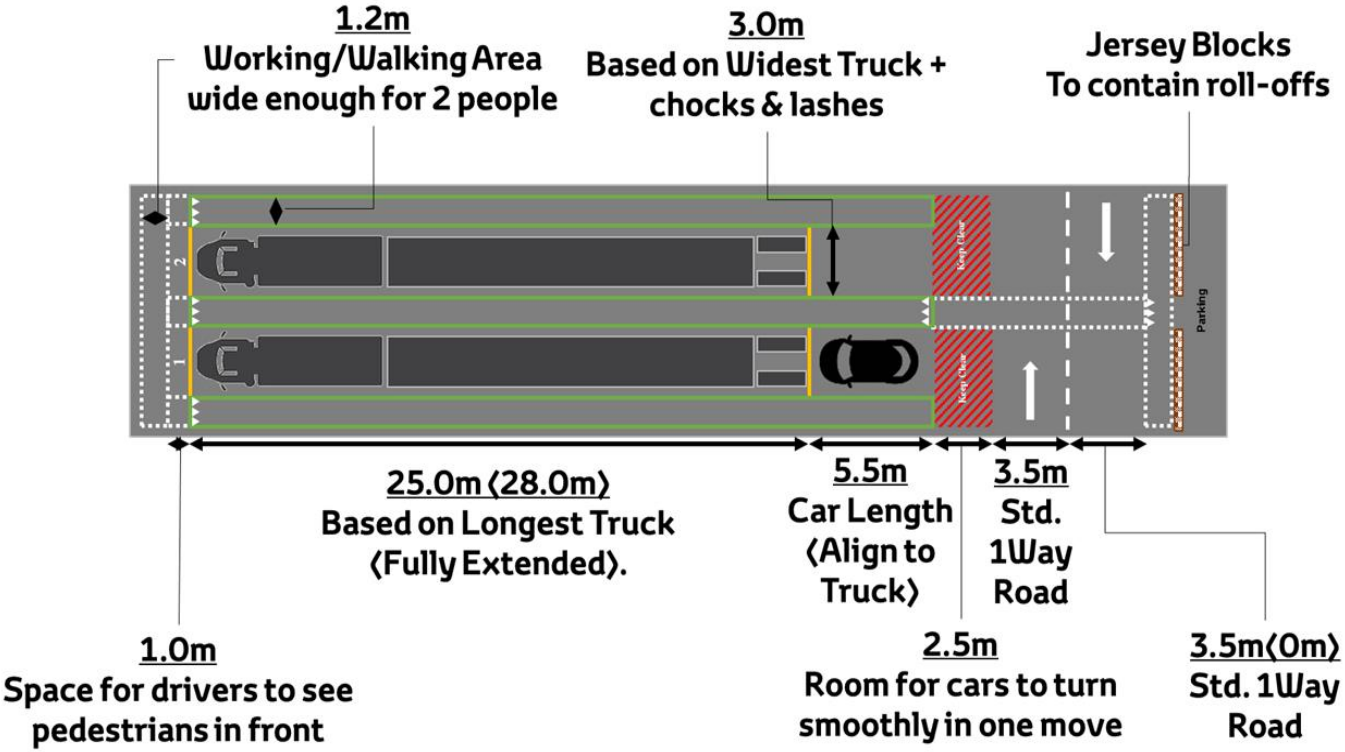
## 'Best Practice' Guidelines

<b>1. Site Entrance</b>	<b>2. Loading Area</b>	<b>3. Load Prep &amp; Storage</b>	<b>4. Yard Roads</b>
<b>Rules + Signage + Entry Cards</b>	<b>Markings + Layouts + Processes</b>	<b>Markings + Layouts + Processes</b>	<b>Markings + Signage</b>
<b>5. General Requirements</b>			
<b>Lighting</b>	<b>CCTV</b>	<b>Supervision</b>	<b>Washroom</b>

**Define Best Practice in 5 Chapters**



# Wkg Group 3 – Example: Loading Area



**Content Ready for Consensus**

# Wkg Group 3 – Safe Loading Environment

	Current Status	Next Steps
Guidance Documents	<b>Content ~50% Agreed</b>	<b>Complete</b> (Sep-19)
Align Hubs	<b>Implement in Pilot Compounds</b> (Jan-20)	<b>Trial &amp; Feedback</b> (Jun '20)

**Request: Candidates for Pilot!**

# Wkg Group 4 – Breakthrough

## Objective

**Develop  
Risk Mgt Tool  
for Car Carriers**

## Why?

**Assess Risk  
of Car Carriers**

**Catalogue  
Risk Control Options**

**Develop Safer Equipment**

# Wkg Group 4 – Breakthrough

Consequences determined by industry knowledge

Location, Step, Sub-step aligned with Wkg Gp 2

ECG Risk Assessment Matrix for Trucks			Pictures of Truck		Risk Assessment Grid				
Information			Trailer Information		Consequences				
LOHR			EUROLOHR		Risk Assessment Grid				
EUROLOHR 253			Model: 253		Risk Assessment Grid				
2012			Year: 2012		Risk Assessment Grid				
Step	Operation/Sub-Step	Key Risks	C	T	P	R	Risk <sub>truck</sub>	Risk Comparison	
2A - Prepare Truck Upper Deck	2A.1 Adjust decks	Objects falling from upper deck cause injuries to driver	2		3	L	6		
		Objects falling from upper deck cause injuries to others	2	Beeping sound to alert others of deck movement	2	L	4		
	2A.2 Fix ramps to deck	Pinching injuries when fixing ramps	2		3	M	6		
		Ergonomic injuries when pulling out ramps	2		3	M	6		
	2A.3 Prepare deck for unit	Slip, trip, fall risk when working on deck	3		2	M	6		
		Open holes in deck	4		4	H	12		
Fall-from-height risk when placing chocks/lashes		5	Safety rails & poles for each position	1	M	5			
4 - Load Truck Upper Deck	4.1 Drive unit to truck	Pinching injuries when placing chocks/lashes	2	"Switch type" chock	2	M	4		
	4.6 Exit unit	Drive-off when driving first unit onto truck	5	Wheel-wells at first position	1	M	5		
		Slip, trip, fall risk when working on deck	3	Marked 'safe' standing areas for each position	2	M	6		
	4.7/4.8/4.17 Chocking & lashing unit	Fall-from-height risk when placing chocks/lashes	5	Safety rails & poles for each possible unit position	1	M	5		

Probability & Risk determined by specific features on truck

## FMEA-Style Risk Assessment

# Wkg Group 4 – Breakthrough

	Current Status	Next Steps
Risk Assess	<b>Method Developed</b>	<b>Risk Assess a Pilot Trucks</b> (Sep-19)
Risk Control	<b>Catalogue Safety Features</b> (Dec '19)	<b>Improve a Pilot Truck</b> (Mar-20)

**Watch this Space!**

# Working Group Resources

LSP	OEM	Truck Mftrs
Gefco	Renault	Kassbohrer
CAT		
Hoedlmayr	Toyota	Lohr
Adampol		
Koopman	+ PSA	Rolfo
ECM		
+ Lagermax	+ Ford	+ RIMO
+ Grimaldi		
+ Stobart	Vacancies	Vacancies
Vacancies		

**Group is Expanding (More Welcome)**

# Conclusion

- **Progress = Good**
- **Striving for Industry Buy-In**

**Please Support!**



The Association of European Vehicle Logistics

**Let's ensure, one-by-one,  
all safety risks are tackled,  
once and for all**

