

# Making the industry safer

## 2023 Incidents and analysis

# Before we start...



This webinar will be recorded



Please keep your mic off if you are not talking



Put your hand up if you wish to speak



Turn on your camera when you are speaking 😊



# Agenda

**Welcome & Introduction to the H&S WG**  
**Andreea Serbu, ECG**

**Incident reporting**  
**Philippe Nelain, *Chair of SG1*, Renault Group**

**Overview of the 2023 incidents**  
**Jovana Vancevska, ECG**

**Q&A**

# Welcome & Introduction to the H&S WG

Andreea Serbu, ECG

# H&S WG – Structure

## SG1

### Key Accident Learning & Sharing

#### SG 2

#### Safe loading

Training drivers for safe loading and unloading

Complete

#### SG 3

#### Safe yards

Safe environment across all hubs

Complete

#### SG 4

#### Safe retailers

Process for safe delivery at retailers

Next steps

#### SG 5

#### Safe trucks

Safe equipment

Complete



# Achievements – what have we done so far

## SG 2 – Safe loading

ECG Guidelines  
Safe loading process

VERSION 1, MAY 2020

ECG The Association of European Vehicle Logistics

In 14 languages!

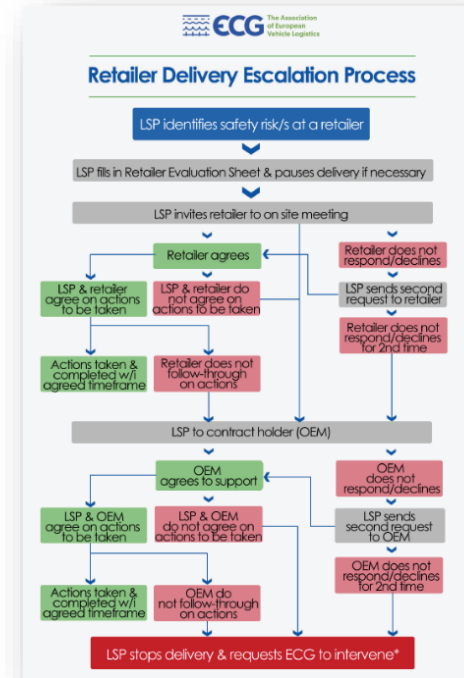
## SG 3 – Safe yards

ECG Guidelines  
on Safe Yard Design

DRAFT 1, MAY 2020

ECG The Association of European Vehicle Logistics

## SG 4 – Safe retailers



## SG 5 – Safe trucks

Each Key Point of Loading Std      Probability & Risk x Truck → Safety features

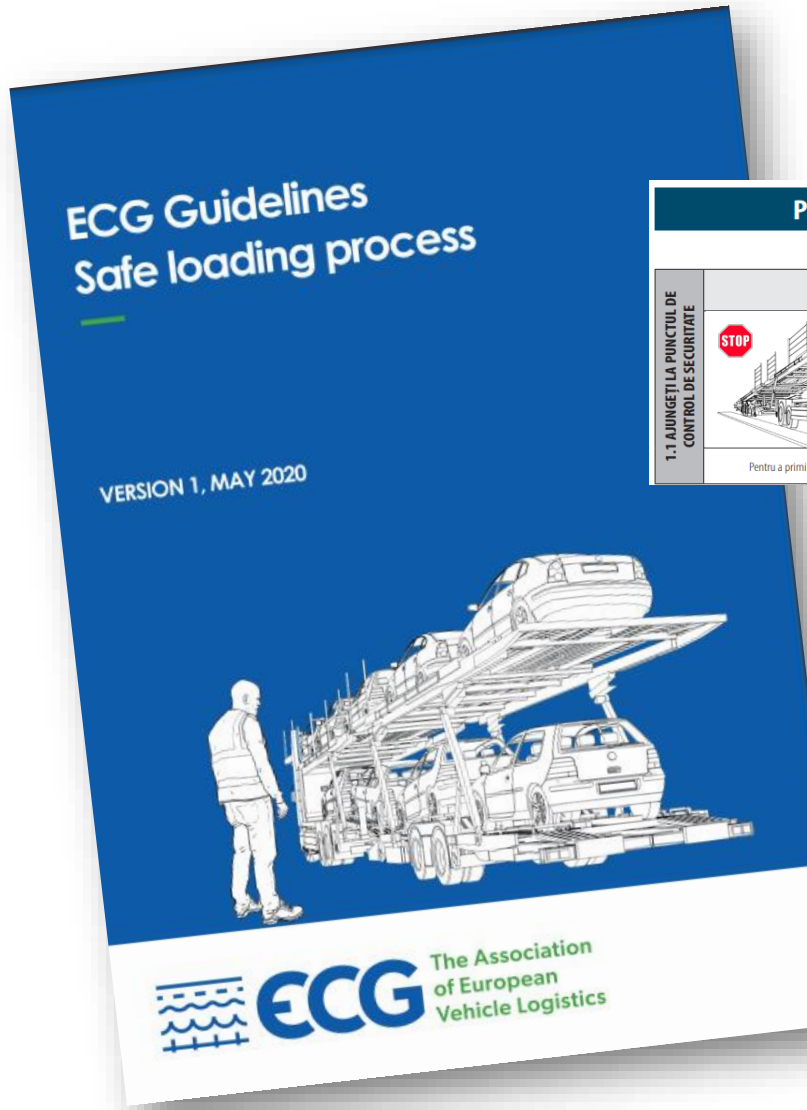
Step	Sub-Step	Key Risks	C <sub>1</sub>	C <sub>2</sub>	C <sub>3</sub>	Truck Specific Features	P <sub>1</sub>	P <sub>2</sub>	P <sub>3</sub>	R <sub>1</sub>	R <sub>2</sub>	R <sub>3</sub>	Notes
4 - Load Deck	1 Drive unit on to truck	Drive off	5	3	3	Drive off	5	3	3	15	9	9	
	2 Re-align deck if unit not parked OK	Hit head on structure	3	3	3	Head on structure	3	3	3	9	9	9	
	3 Secure & rest unit	See risks for 2.3.2.4.1 Slip, trip, fall (no room to step out)	3	3	3	Slip, trip, fall (no room to step out)	3	3	3	9	9	9	
	4 Apply chock	Slip, trip, fall (during adjust chock)	3	3	3	Slip, trip, fall (during adjust chock)	3	3	3	9	9	9	
	5 Lash axle before releasing unit	Fall from height/low of deck Slip, trip, fall (re-allowing off deck)	5	5	3	Fall from height/low of deck Slip, trip, fall (re-allowing off deck)	5	5	3	25	25	15	

Key Risks & Consequences → Industry Knowledge (Accident Reports)

List of safety features (From mfrs.)



# ECG Guidelines – Safe loading process



## Pasul 1 - Sosirea in locatie/in centru la fața locului

1.1 AJUNGEȚI LA PUNCTUL DE CONTROL DE SECURITATE	A. Oprește la punctul de control	B. Urmează instrucțiunile
	<p>Pentru a primi instrucțiunile centrului Pentru a intra în locație în siguranță</p>	<p>Pentru a intra în siguranță pe site</p>

## Loading Safety Fundamentals

1. Lash safely to prevent falls-from-height			
<p>A. Visually confirm safety rails are present &amp; damage-free</p>	<p>B. Lower decks as much as possible when loading top decks</p>	<p>C. Never lash axle closest to front-end of truck</p>	<p>D. Cars on trailer upper deck &amp; entire lower deck: lash from ground.</p>
Cars on truck upper deck ONLY: ensure body is entirely between safety rails with 3 point contact; if not possible, lash from ground			
NOT applicable in certain* countries			
2. Walk carefully to avoid Slips & Trips			
<p>A. Use 3 points of contact when moving on upper deck</p>	<p>B. Check + prepare decks to avoid walking near holes, chocks or lashes</p>	<p>C. Walk on designated safe areas on the truck as specified by truck manufacturer</p>	<p>D. NEVER run, jump or walk backwards.</p>

## Quatre principes de base

1. ENTRER DANS LE VÉHICULE	A. Ouvrir la porte avec 3 Points de Contact (1 main sur le bord de la porte, 1 main sur le toit, pieds sur le plateau / sol)	B. S'asseoir sur le siège du conducteur avec les deux jambes à l'extérieur et les genoux pointant vers la porte	C. Faire pivoter le corps et introduire les jambes dans le véhicule
	<p>Pour entrer dans le véhicule en toute sécurité et sans endommager la porte</p>	<p>Pour prévenir les blessures ergonomiques lors de l'entrée dans un véhicule</p>	<p>Pour prévenir les blessures ergonomiques lors de l'entrée dans un véhicule</p>

# ECG Guidelines on Safe Yard Design



**Welcome to ECG Hub**

Always					
Walking					
Working					

**If in doubt, CALL GATE @ +32 474 98 12 34  
HEAR A SIREN? GO TO EVACUATION ZONE.**

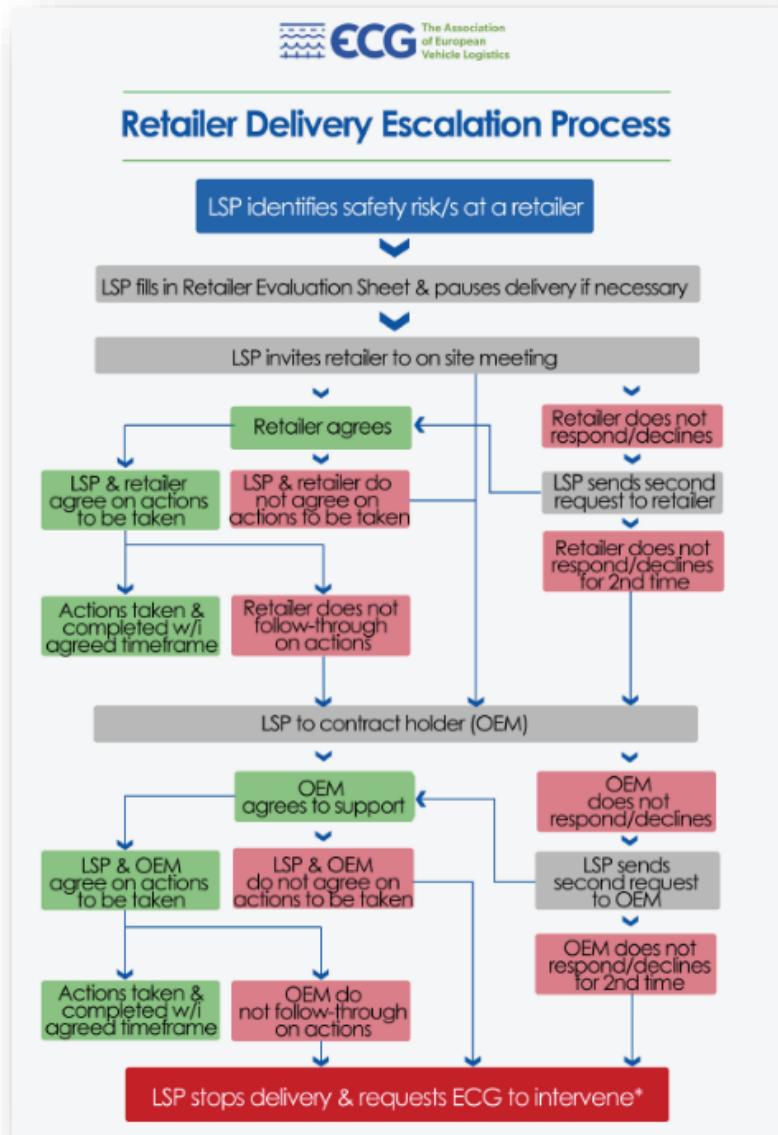
**Site Employee/  
Frequent Visitor/  
XYZ-ABC-LMNOP**

Health & Safety Rules		Truck Site Map
Always	Always wear Hi-Viz Always wear Safety Shoes Remove/ cover jewellery/ met No passengers in car or truck No photography in	<p>Where? Given to all truck drivers on arrival ----- Who? All truck drivers ----- Size? Landscape A3 sheet (2-sided) ----- Process? On arrival at gatehouse, drivers are given sheet &amp; sign document to confirm they have read &amp; understood rules ----- Language? In drivers' language (multiple)</p> <p>MON-FRI: 08:00 to 18:00 LAST TRUCK: 17:30</p>
Walking	CARS/ trucks have priority Always follow walking path Do not run No use of mobile phone	
Working	Wear Gloves Smoking only in designated No food or Do not listen to radio in any car No use of mobile phone	
Driving	Wear Seatbelt Respect all traffic rules Respect speed limit (20 kph) No overtaking No use of mobile phone	
<p>Emergency? Stop - Call 0123 45 67 89 - Wait Damage? Call 0123 89 01 23</p> <p>Here, safety begins with <u>you</u>. Hier begint de beveiliging bij <u>jou</u>.</p>		

Size?  
Standard badge size  
(85.6mm x 54mm)  
(2-sided)



# Next steps



- ECG 2024 Strategic objective
- H&S WG developed a checklist to identify safety risks during delivery at retailers and escalation process to report on problematic conditions
- Relaunch this activity to promote safety at retailers
- Don't hesitate to contact us if you want to become a part of this group!



Find more information on

[www.ecgassociation.eu/activities](http://www.ecgassociation.eu/activities)

[/health-working-group/](http://www.ecgassociation.eu/activities/health-working-group/)

[Home](#) > [Activities](#) > [Health & Safety Working...](#)

ECG Roadmap 2023.

Events.

Education.

Working Groups

EU Aff

Working Groups – Summary.

Capacity Working Group.

Digitalisation Working Group.

Health & Safety Working Group.

Mariti

Incident reporting.

Quality

Sustainability Working Group.

Regional Meetings.

The **Health & Safety Working Group (H&S WG)** was created in October 2017 at one of the Industry Meetings held between the ECG board and OEM representatives. The H&S WG was officially kicked off and its membership defined in March 2018. Since then more than 40 active members from logistics service providers, car manufacturers and trailer manufacturers have worked together to tackle H&S issues in the industry.

The initial focus of the H&S WG has been to reduce accidents in road transport operations and especially to address ‘falls from height’ which tend to be responsible for the most serious incidents.

The H&S WG has different sub-groups (SGs) carrying out activities related to truck transportation in finished vehicle logistics. The Steering Group of the H&S WG made up of the co-chairs and leaders of the sub-groups meet 4 times per year to assess the ongoing activities as well as the next steps of the various sub-groups.



# SG1 – Incident reporting

Philippe Nelain, *Chair of SG1*, Renault Group







# Incident reporting website

What is it?

Developed in 2018

**Purpose:** to report on severe incidents and near misses during **loading/unloading operations** on car transporters

Type of incidents

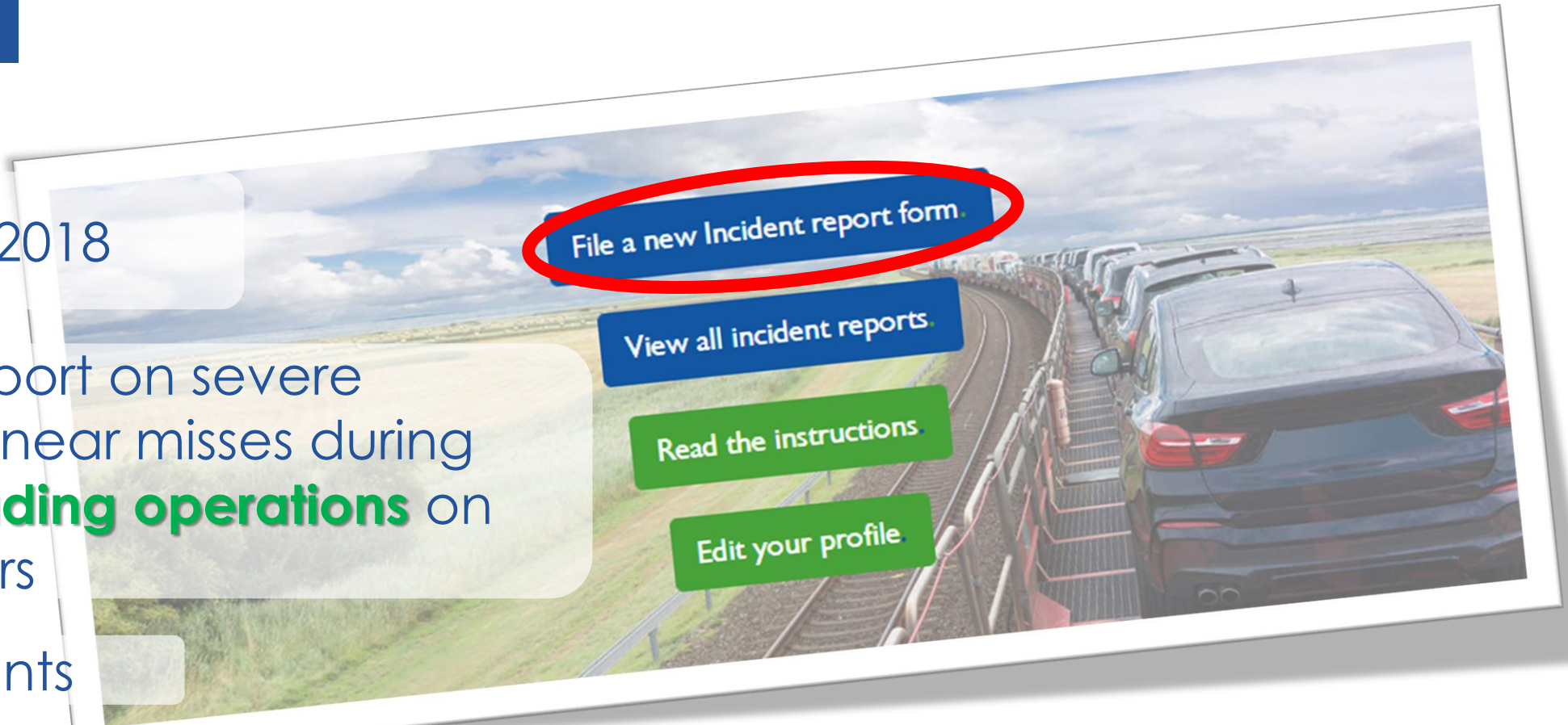
Slips & Trips

Roll-off

Drive-off

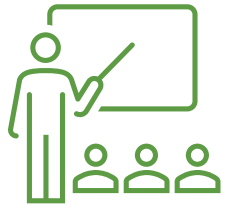
Fall from height

Collisions



# Incident reporting website

## Why to report?



✓ Learn together as an industry

...by **SHARING** the incidents



# Incident reporting website

## Who can report?

✓ LSPs, OEMs

✓ Employer of the person involved



✓ Only ECG has access

✓ All data are anonymised for the analysis



## Incident report form

Home

View Results

1 Location 2 Administrative details 3 Circumstances 4 Severity of accident 5 Injured person 6 Tractor and trailer data 7 Incident description 8 Complete

1 of 8

OEM \*  
- Select -

LSP \*  
- Select -

Name of the plant/site \*

Country \*  
- Select -

City \*

Definitions

Next >



# What have we done so far?

## Our yearly reports

### Making the industry safer - Reducing accidents in FVL

2019 incidents & analysis

OCTOBER 2020



 **ECG** The Association  
of European  
Vehicle Logistics

### Making the industry safer - Reducing accidents in FVL

2020 incidents & analysis

JUNE 2021



 **ECG** The Association  
of European  
Vehicle Logistics

### Making the industry safer - Reducing accidents in FVL

2021/22 incidents & analysis

MAY 2023



 **ECG** The Association  
of European  
Vehicle Logistics



# Overview of the 2023 incidents

Jovana Vancevska, ECG

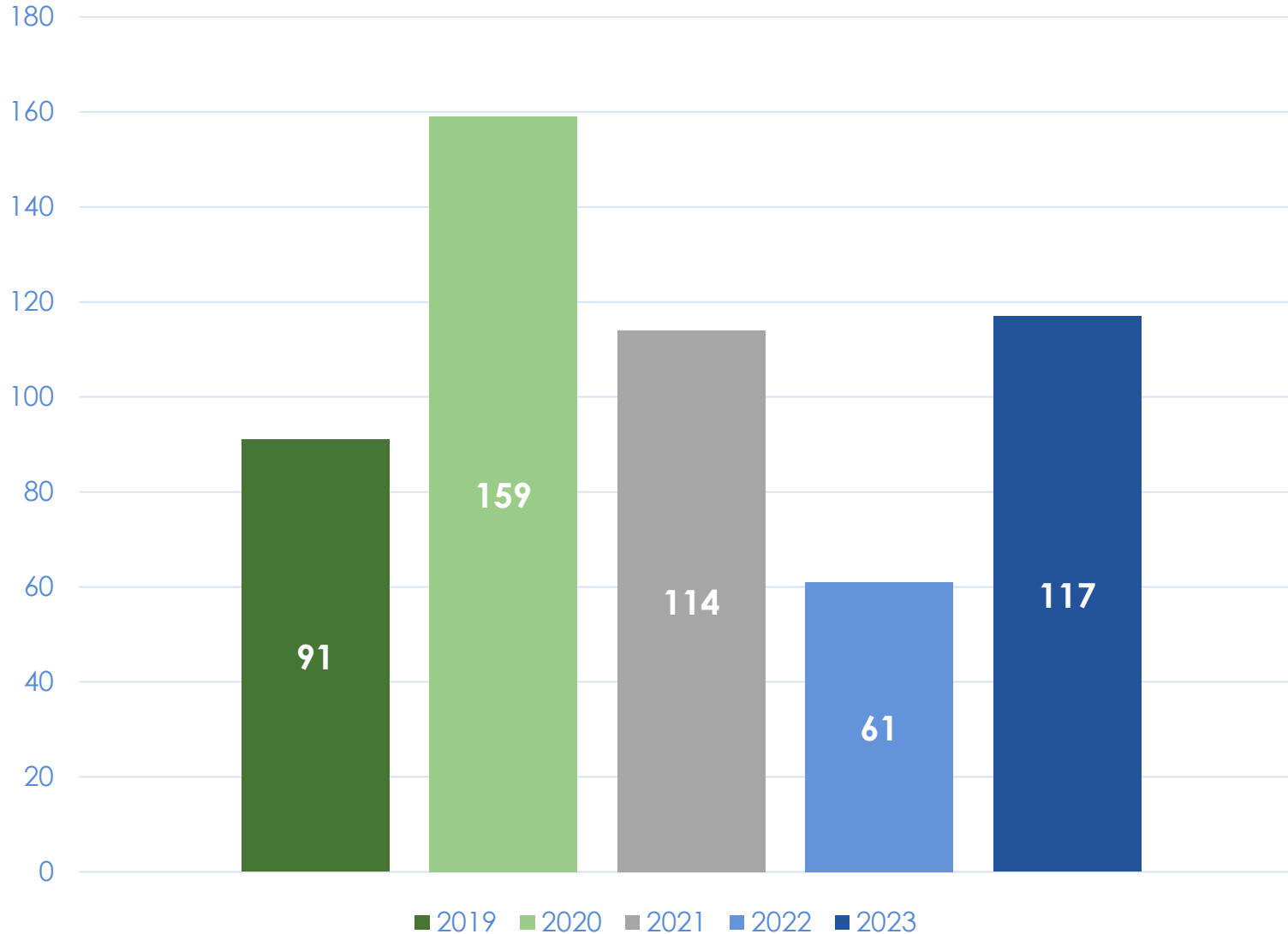
A man with a beard, wearing a blue and white checkered shirt and a high-visibility orange and yellow safety vest, is focused on working on the front wheel of a blue truck. He is wearing blue gloves and using a tool. The background is a bright, outdoor setting with a clear sky and some greenery.

**Thank you for reporting and  
contributing to a safer industry**

# 2023 Report Structure

- General overview
- Comparison to 2019-2022 incidents
- Breakdown of high-risk incidents for 2023
- Summary points for the industry and key recommendations

# Throughout the years

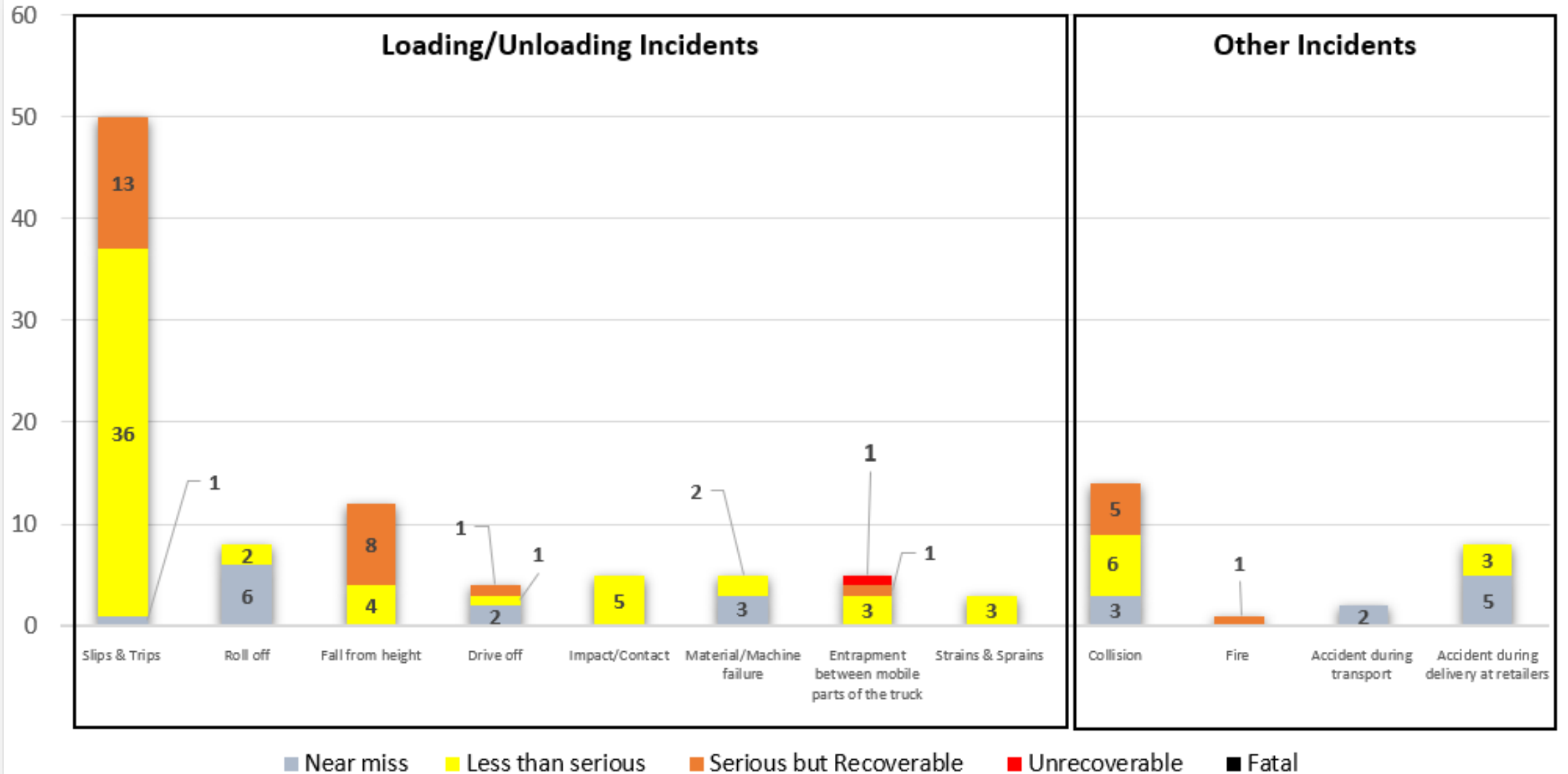


**132** incidents reported in 2023 - **117** analysed\* in the report

*\*incidents that were uploaded but not included in this report are **not related** to the loading and unloading operations*

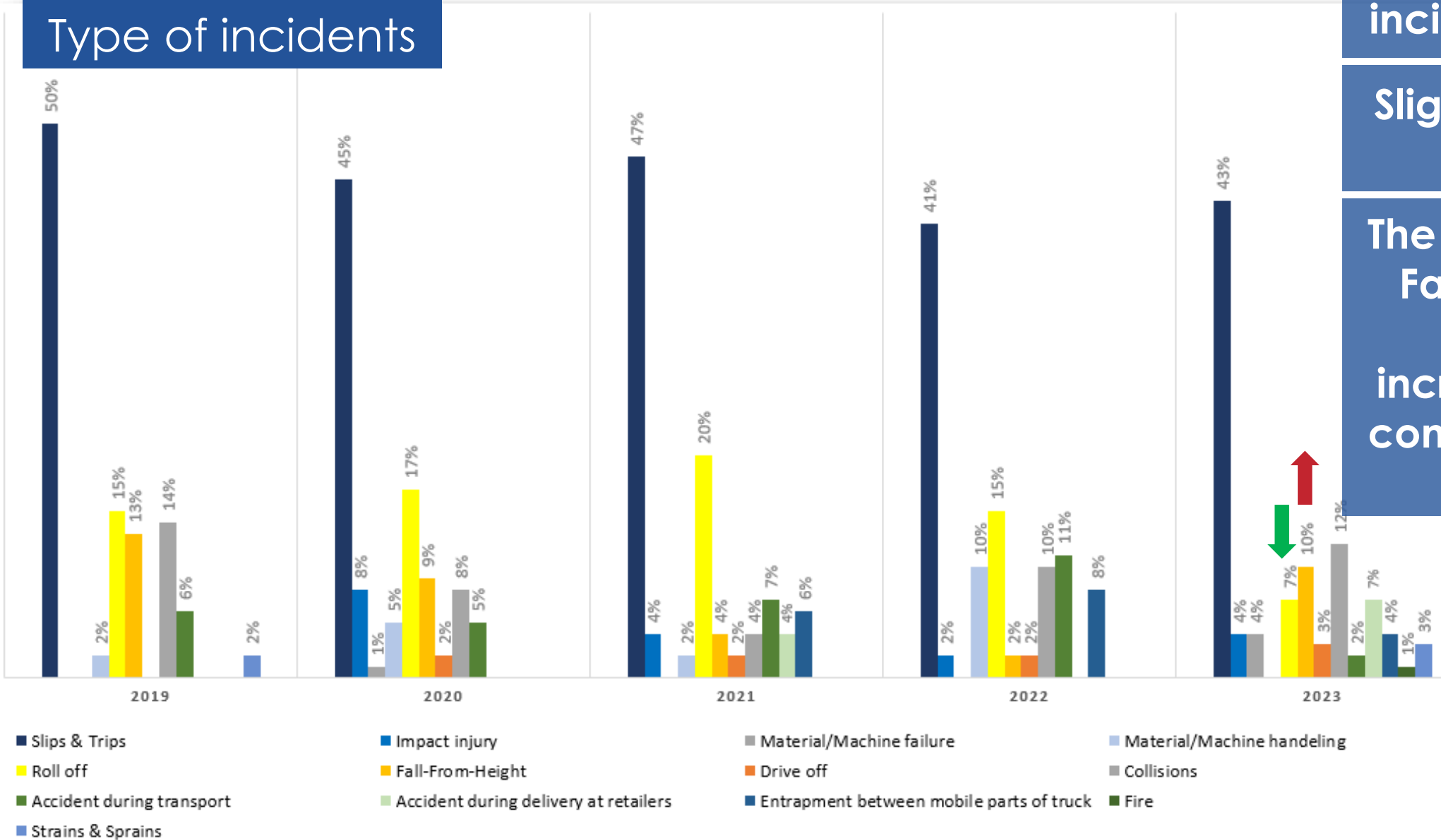


# Breakdown of incidents



# Comparison to 2019-2022

## Type of incidents



S&Ts constitute majority of the incidents reported

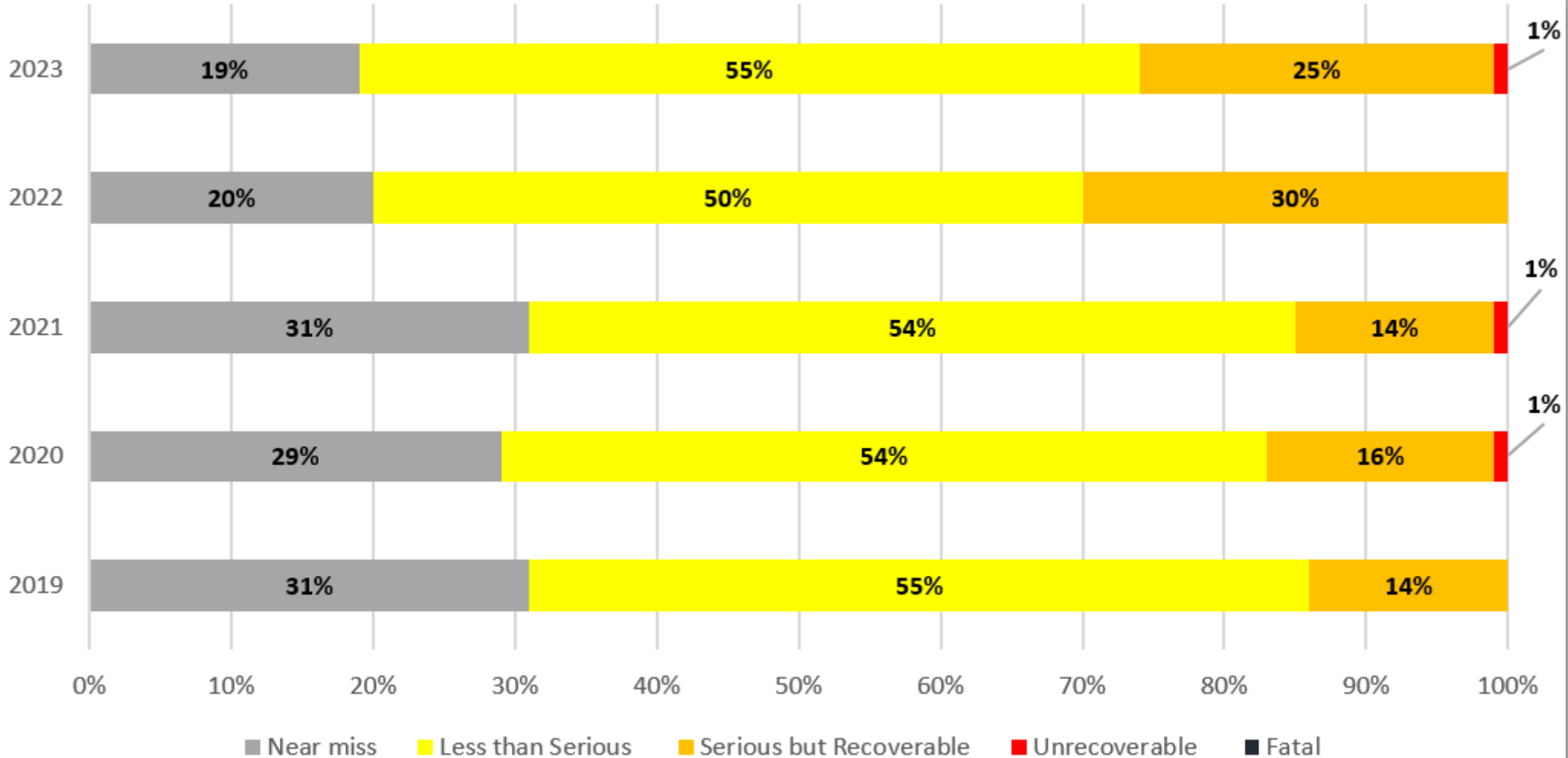
Slight decrease in Roll-offs

The percentage of Fall from height incidents increased in 2023 compared to 2021 and 2022

# Comparison to 2019-2022

## Severity of incidents

**Unrecoverable incident: amputation of a fingertip**



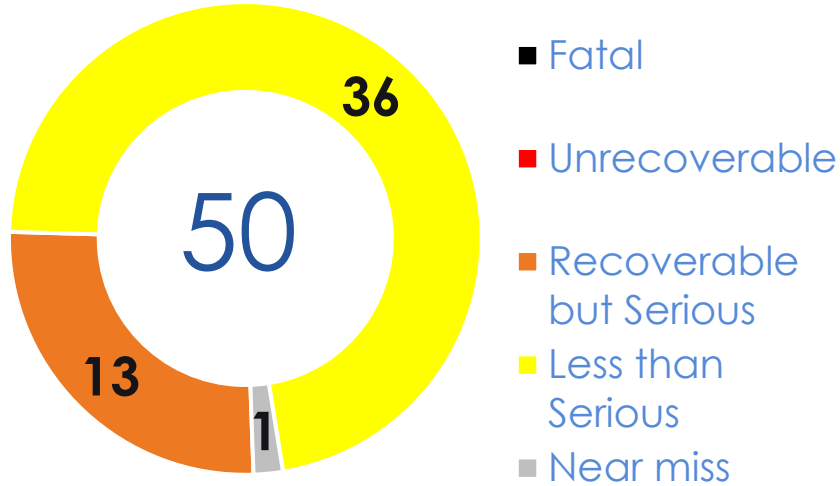
# Categories of high-risk incidents in the report

- Slips & Trips (S&Ts)
- Roll-off
- Falls from Height
- Drive-off
- Collisions
- Accidents during transport & delivery at retailers



# Slips & Trips

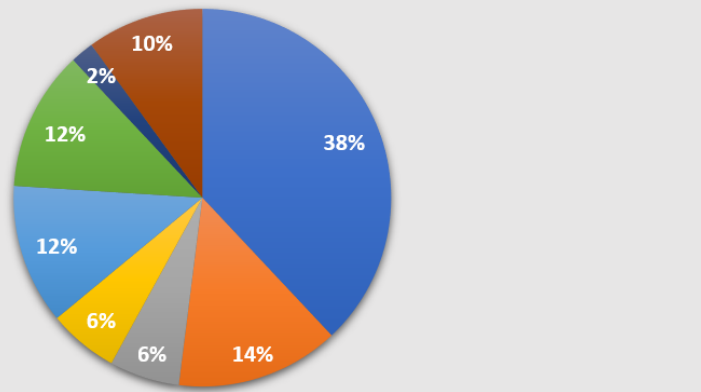
## Overview



## Where?

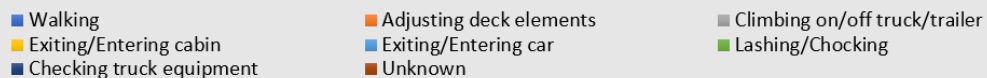
- ✓ 18 S&Ts occurred on the LOWER DECK
- ✓ 16 S&Ts occurred in the YARD
- ✓ 9 S&Ts occurred on the truck/trailer UPPER DECK
- ✓ 4 S&Ts occurred on the LOADING RAMP and 3 at the DRIVER CABIN

## Factors leading to S&Ts



## Why?

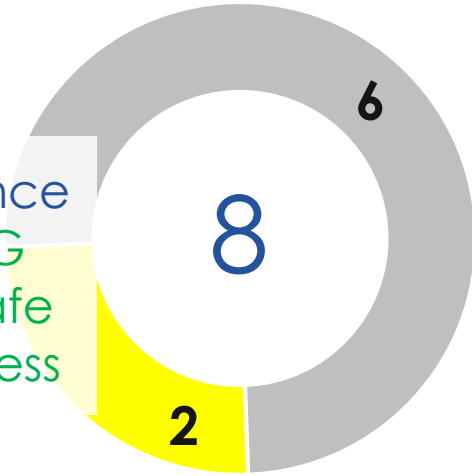
- ✓ LACK OF AWARENESS (linked to the deck preparation)
- ✓ ENVIRONMENTAL FACTORS (i.e. rain, snow)
- ✓ LACK OF CONCENTRATION (i.e. drivers jumping from decks)
- ✓ STRUCTURAL FAILURE



# Roll-off

## Overview

Non-compliance with the ECG Guidelines-Safe Loading Process



- Fatal
- Unrecoverable
- Recoverable but Serious
- Less than Serious
- Near miss

## Why?

- Electronic Parking Brake (EPB)?  
In 2023 75% of incidents involved EPB
- Position of the vehicle on the truck/trailer

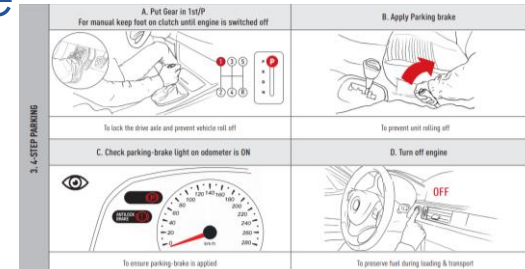


## Factors leading to Roll-offs

- ✓ Drivers did not apply the **PARKING BRAKE**
- ✓ **INCORRECT LASHING/CHOCKING**
- ✓ Drivers forgot to **LASH** before **DECK MANIPULATION**

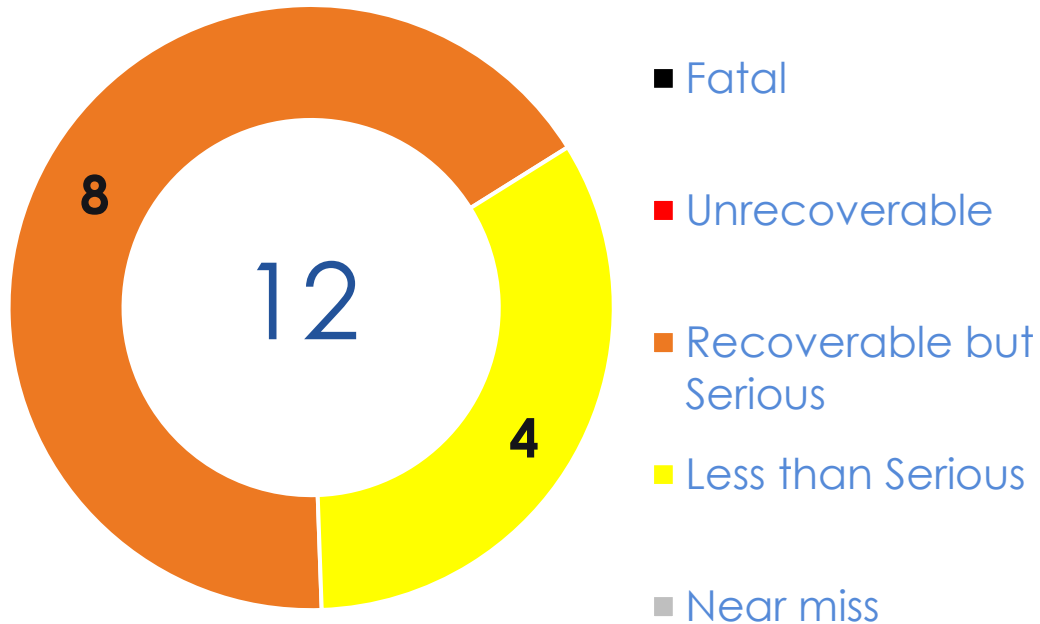
## How to prevent Roll-offs?

- ✓ Always follow **4-step parking process**
- ✓ **Chock vehicle** as soon as possible after exiting the vehicle
- ✓ **Lash** before releasing brake/gear



# Falls from height

## Overview



## Where?

- ✓ 5 Truck Upper deck
- ✓ 5 Trailer Upper deck
- ✓ 2 Ladder

## Why?

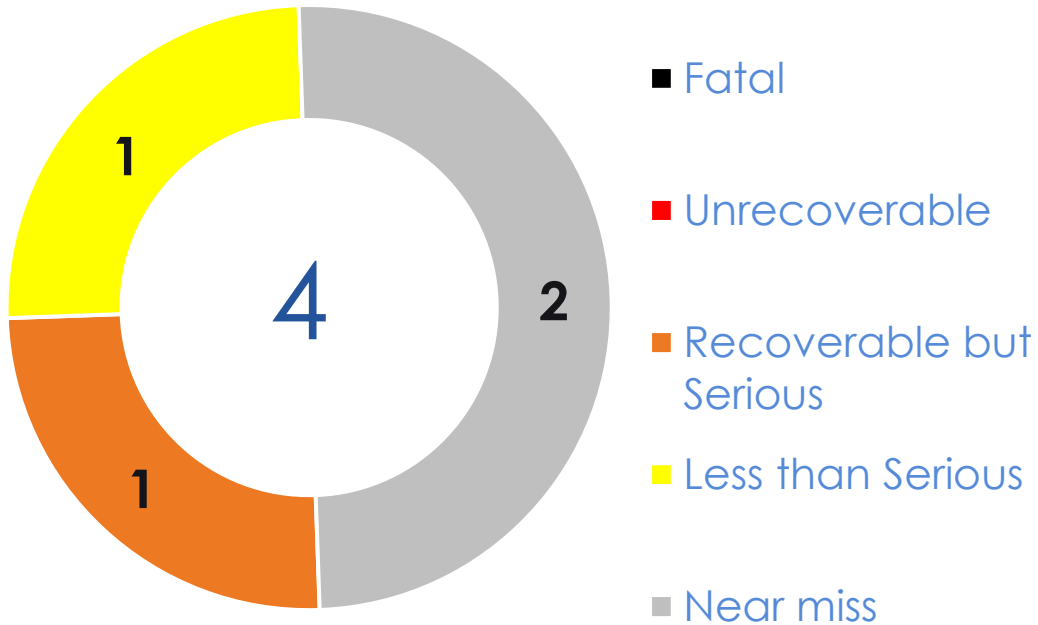
**Drivers moving unsafely**

**Incorrect lashing/chocking**

**Safety rails failure**

# Drive-offs

## Overview



## Why?

- Incorrect control of the acceleration/braking of the car
- Mis-steering the car off the deck

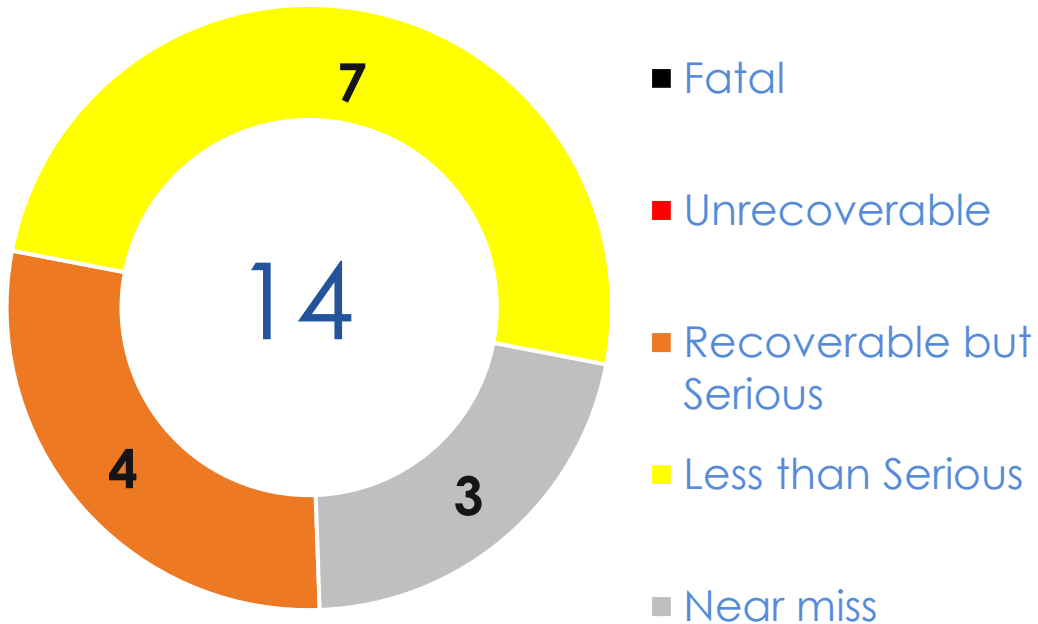
➔ Example 1 - Drive off: the vehicle was **electric** with faster acceleration than a traditional ICE and the **slippery deck** because of rain.

➔ Example 2 - **Incorrect lashing/chocking**



# Collisions

## Overview



## Collisions

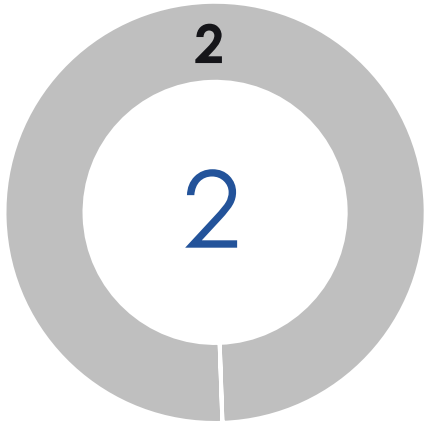
- 8 car-man
- 4 car-car
- 1 truck-truck
- 1 car-truck collisions

## 'Not paying attention'

- 5 incidents happened during maneuvering the car in the yard
- 2 during loading/unloading operations
- 2 during checking/preparing vehicles
- 1 during arrival on site

# Accidents during transport & delivery at retailers

## Accidents during transport

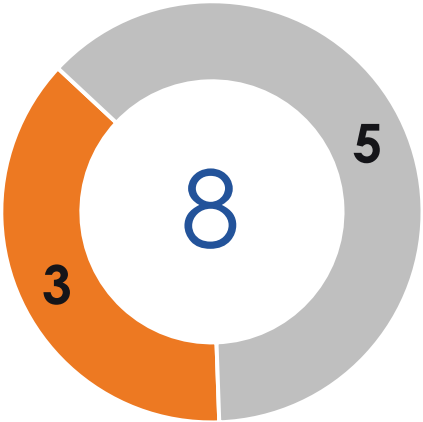


- Fatal
- Unrecoverable
- Serious but Recvoerable
- Less than Serious
- Near miss

### Why?

Incorrect deck adjustment/lashing

## Accidents during delivery at retailers



- Fatal
- Unrecoverable
- Serious but Recvoerable
- Less than Serious
- Near miss

### Why?

Inadequate unloading conditions

# Key recommendations to prevent incidents

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## Slips & Trips

- Use 3PC when moving on upper deck
- Prepare decks correctly
- No running/jumping

## Roll-off

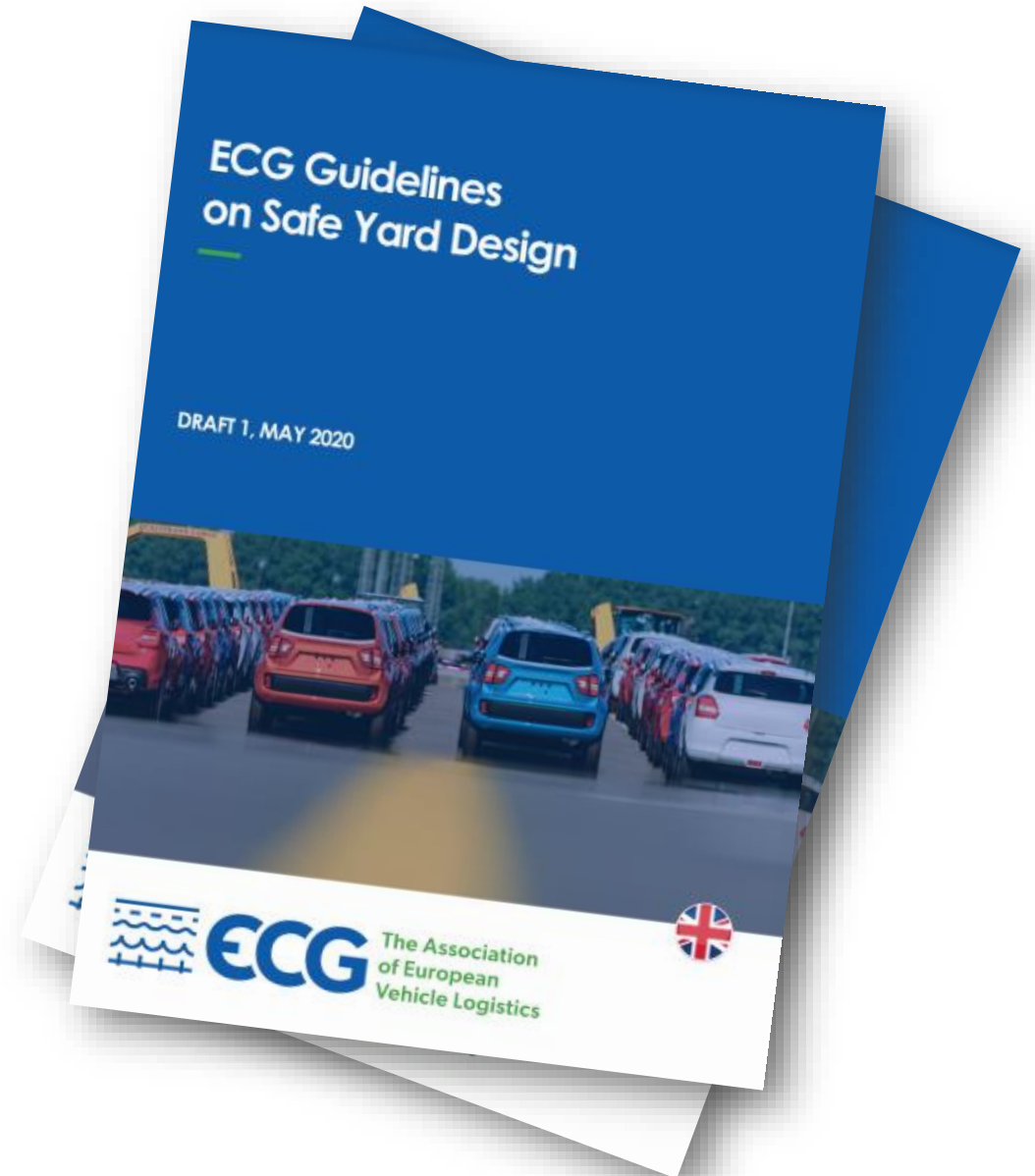
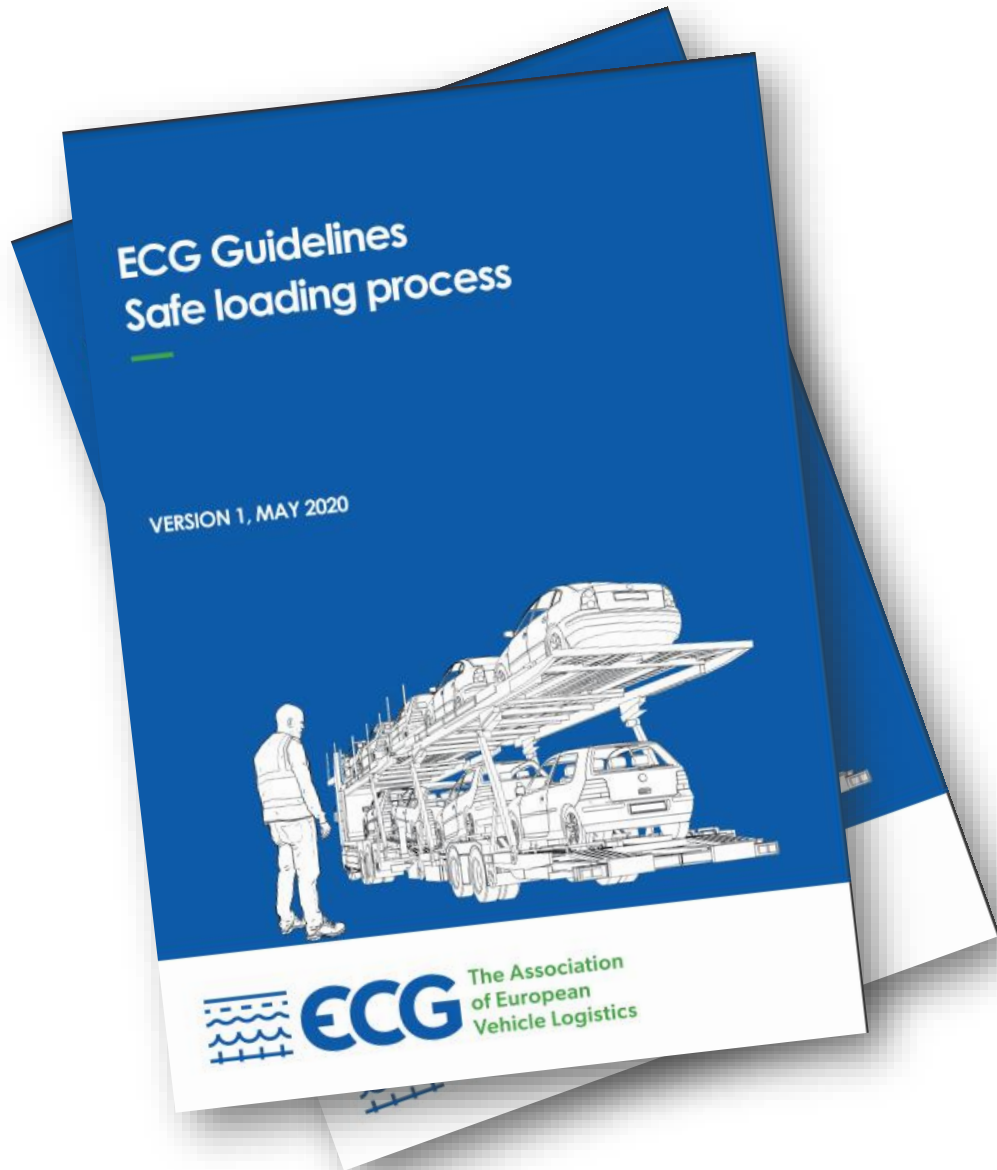
- Always follow 4-step parking process
- Always lash a fixed axle before deck manipulation
- Train driver on specific vehicles brand/model and type of the vehicle (EV, ICE)

## Falls from height

- Visually confirm that safety rails are present and damage-free
- Work from ground up
- Be aware of the environment to avoid missteps and stumbling

# Key recommendations to prevent incidents

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# Next steps

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Collecting 2024 incidents

Increase awareness about severe accidents and near misses



# Questions?

# Thank you for attending

Keep reporting on your incidents to  
increase drivers' safety



[reports.ecgassociation.eu](https://reports.ecgassociation.eu)