

# SLAC Vehicle Driving Safety Program

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# Overview

- Memo from Douglas Kreitz (Oct. 2)
- Meet with staff to discuss last phase of new SLAC Vehicle Driving Safety Program
- Designed to increase driver awareness and reduce accidents
- Meetings to supplement SLAC Today articles and address our unique situations

# Purpose

- SLAC has historically experienced unacceptably high number of incidents involving government vehicles
- Typically drivers striking stationary objects
- Focus is to change driver behavior
  1. Preventative actions
  2. Post-incident actions
- Objective is to ensure accident rates drop and remain as close to zero as possible

# Added Elements to Safety Program

- The Vehicle Driving Safety Program adds three elements to existing procedures:
  1. Drivers are expected to conduct a 360-degree vehicle inspection (and report any damage observed) before they use a SLAC vehicle
  2. A post-accident investigation will be conducted by the supervisor to determine cause and accountability
  3. Those involved in accidents will be obliged to take a 4-hour (computer-based) *Defensive Driving Training* course.

# Behavioral Change

- Safe operation requires
  - Attentiveness
  - Alertness
  - Ability of individual to focus on task at hand
- Beyond mastery of rules of the road and basic mechanics of driving, must anticipate dangerous or tight maneuvering situations
- Engineering mitigations are not a substitute for driver accountability

# Perventative (Proactive) Measures

- On April 1<sup>st</sup>, 2008 SLAC Facilities required government vehicle drivers to do the 360-degree inspection to reinforce the fact that the individual is taking responsibly for proper vehicle use and care
- Originally for Facilities but now for all SLAC
- Binders in vehicle used to log any prior damage
- Supervisors are expected to communicate program expectations and regularly emphasize the importance of vehicle safety in staff meetings
- Engineering Mitigations in place:
  - Yellow plastic bollard sleeves to extend height
  - Senor systems in some vehicles (back-up cameras)
  - SLAC restrictions to acquiring large utility vehicles on site

# Post-Incident (Reactive) Measures

- In the event of a non-injury incident involving damage to a government vehicle
  - Accident Investigation
    - Investigated by supervisor
    - Motor Vehicle Accident Report (Form 91) completed immediately after an accident is reported by SLAC security
    - Document accident and future prevention
    - Copies to SLAC Fleet Manager and others
    - In all cases, copy of report sent to Human Resources for review and any disciplinary action handled through SLAC “Traffic Control Program” procedures
  - Defensive Driving Course for Driver
    - 4-hour computer-based “Defensive Driving Course” (ES&H Course # 160)

# ES&H Reference

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#### Forms, Requirements, and Tools (Exhibits - 6) (approved via the ES&H Manual review)

##### Forms

- Traffic and Vehicular Safety: [SLAC Motorized Vehicle Driving Privilege Form](#) [pdf]
- [SLAC Vehicle Registration Form](#) [pdf]
- [Facilities Dept Vehicle Trip Log](#) [pdf]
- [Facilities Dept Vehicle Inspection Form](#) [pdf]

##### Procedures and Requirements

- Traffic and Vehicular Safety: [Implementation Plan](#) [pdf]
- Traffic and Vehicular Safety: [Indoor Vehicle Use Requirements](#) [pdf]
- Traffic and Vehicular Safety: [Accident Reporting Procedure](#) [pdf]
- Traffic and Vehicular Safety: [Enforcement Requirements](#) [pdf]
- [Facilities - Transportation Policy and Procedure](#)
- [Auto Registration & Traffic Control Program: SLAC Security](#)

##### See also

(webpages and tools not in the ES&H Manual chapter )

- none

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