

Improved Road Safety Through Professional Road Transport Training

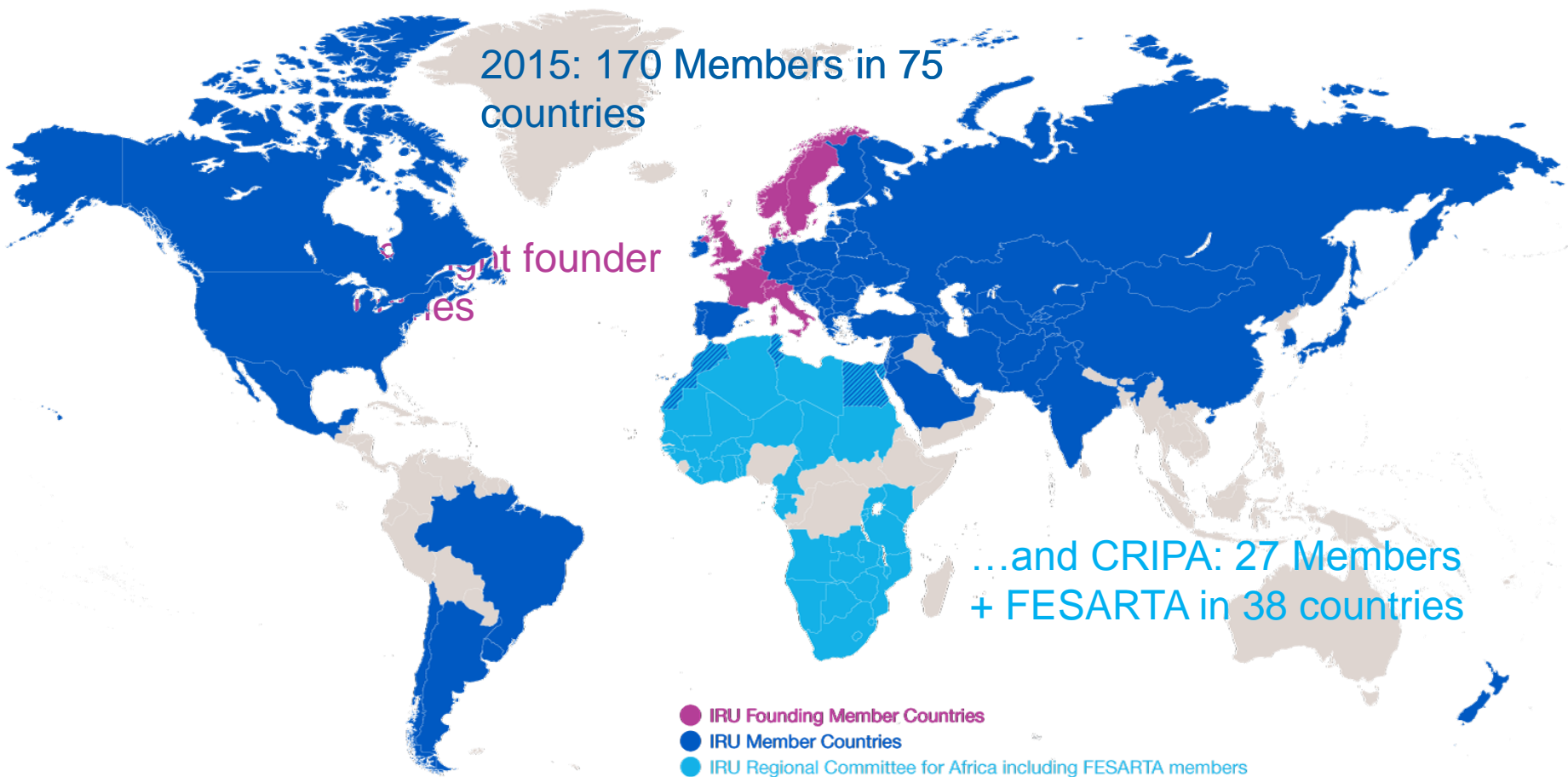
Prishtina, 22 January 2016

Blagoja Jovanovski, ICO IRU Training Learning Technologies

This is the International Road Transport Union



Evolution of IRU Membership



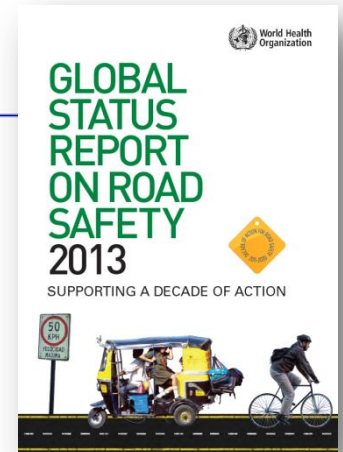
Road Safety – a global issue

1.24 million road traffic deaths every year.

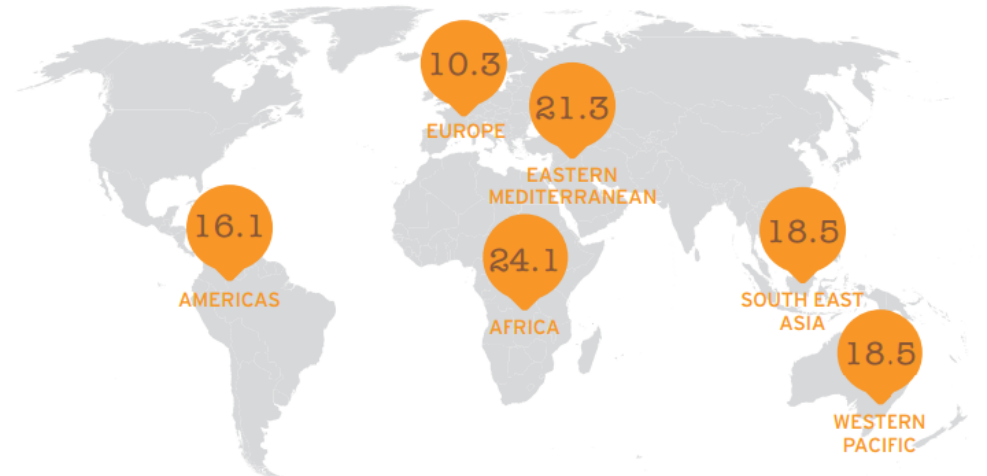
As many as **50 million** are injured each year.



8th leading cause of death globally



HOW SAFE YOU ARE DEPENDS ON WHERE YOU ARE:
ROAD FATALITIES PER 100,000 POPULATION



Global Road Safety Partnership Annual Report 2013

Road Safety – a regional challenge



Road Safety
 Estimated road traffic death rate (per 100 000 population), 2010

Filter by WHO region or by income level

Filter: WHO region : Europe

Static maps Help

Country	Death rate
Slovenia	7.2
Italy	7.2
Czech Republic	7.6
Cyprus	7.6
The former Yugoslav Republic of Macedonia	7.9
Belgium	8.1
Serbia	8.3
Hungary	9.1
Slovakia	9.4
Bulgaria	10.4
Croatia	10.4
Latvia	10.8
Romania	11.1
Lithuania	11.1
Uzbekistan	11.3
Poland	11.8
Portugal	11.8
Turkey	12
Greece	12.2
Albania	12.7
Azerbaijan	13.1
Ukraine	13.5
Republic of Moldova	13.9
Belarus	14.4
Montenegro	15
Bosnia and Herzegovina	15.6
Georgia	15.7
Tajikistan	18.1
Armenia	18.1
Russian Federation	18.6
Kyrgyzstan	19.2
Kazakhstan	21.9
Turkmenistan	No data

Map

Use your mouse to select data. Use Ctrl-key to make multiple selections. Click on the right mouse button to clear selections.

Global view

Death rate

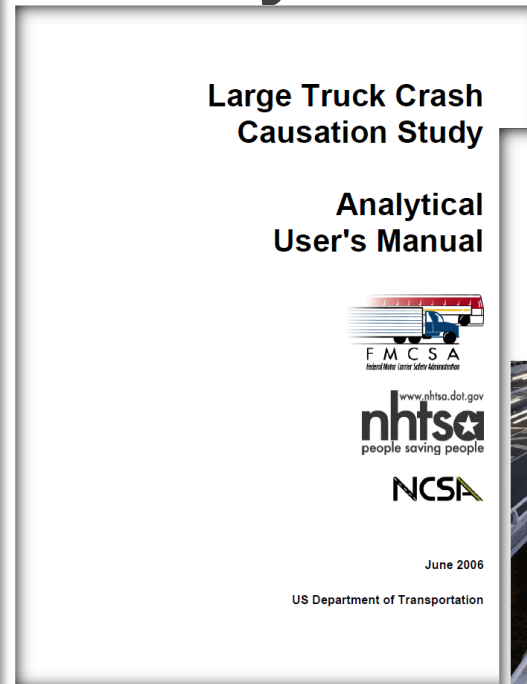
- ≤10
- 10.1-20
- 20.1-30
- 30.1-40
- 40.1-70
- Not applicable
- No data

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●	Belarus	14.4
●	Sweden	3
●	United Kingdom	3.7

Accident Analysis ETAC – A Scientific Study

Results confirmed by other studies



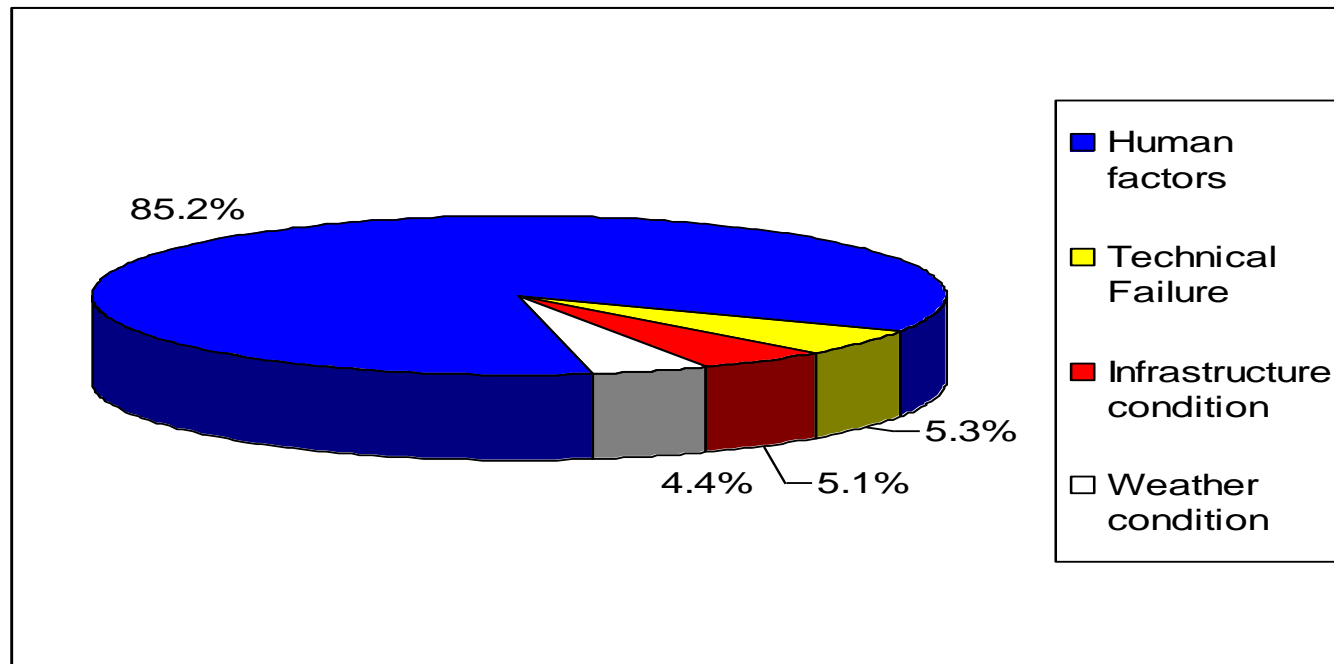
European Truck Accident Causation Study (ETAC) : http://www.iru.org/en_bookshop_item?id=171

Large Truck Crash Causation Study (LTCCS): http://ai.fmcsa.dot.gov/ltccs/data/documents/LTCCS_Manual_Public.pdf

Volvo European Accident Research: <http://www.volvotrucks.com/SiteCollectionDocuments/VTC/Corporate/Values/ART%20Report%202013.pdf>

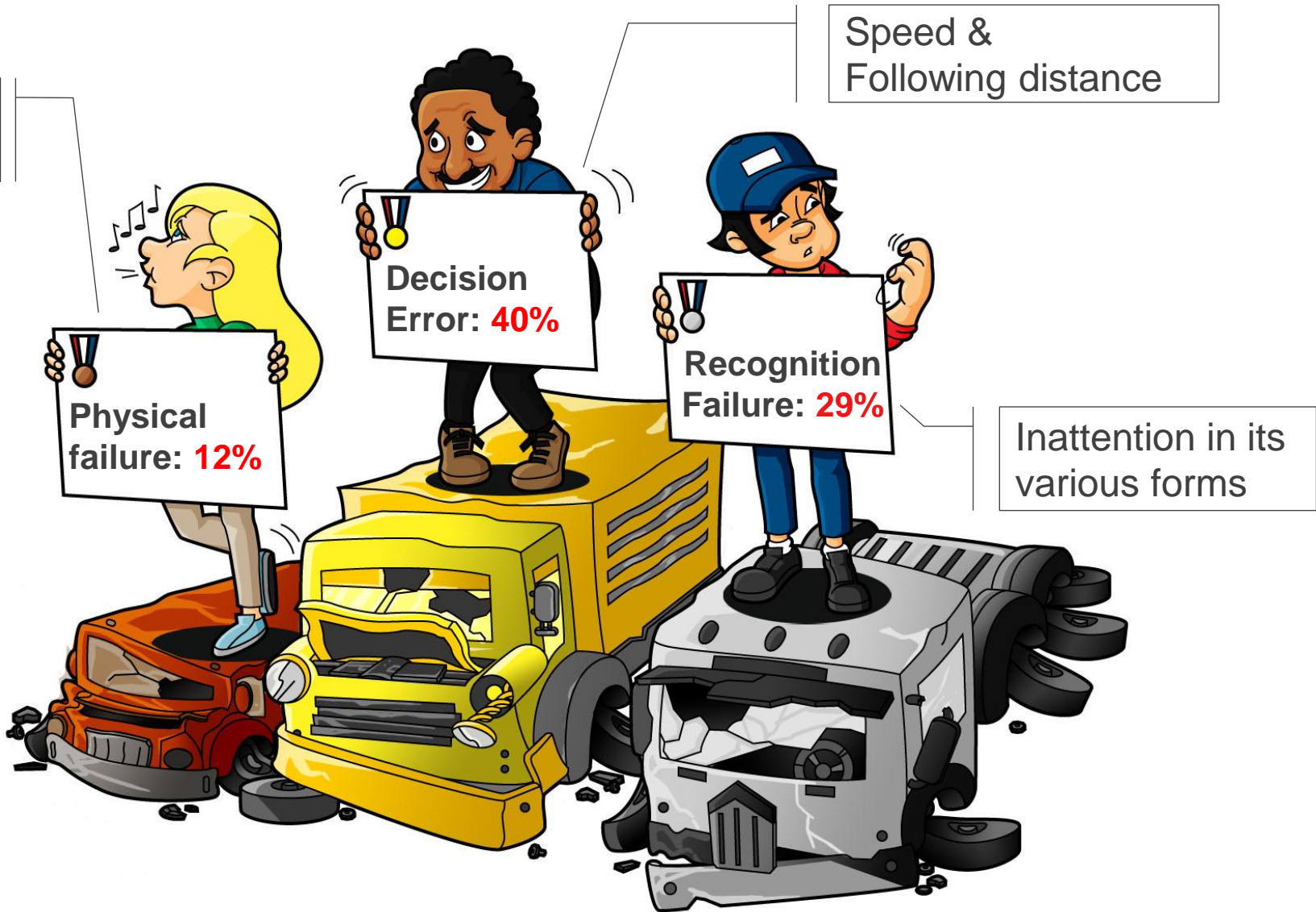
Focus on Priorities – Road Safety – Main Cause: The Human Factor

Investigation of 624 accidents showed the main cause of the accident is the human error



However, from the 85.2% linked to human error, 75% were caused by other road users!

Staying focused on the main crash causes



Fatigue (mostly)

Physical failure: **12%**

Decision Error: **40%**

Speed & Following distance

Recognition Failure: **29%**

Inattention in its various forms

Large Truck Crash Causation Study (LTCCS)

www.iru.org



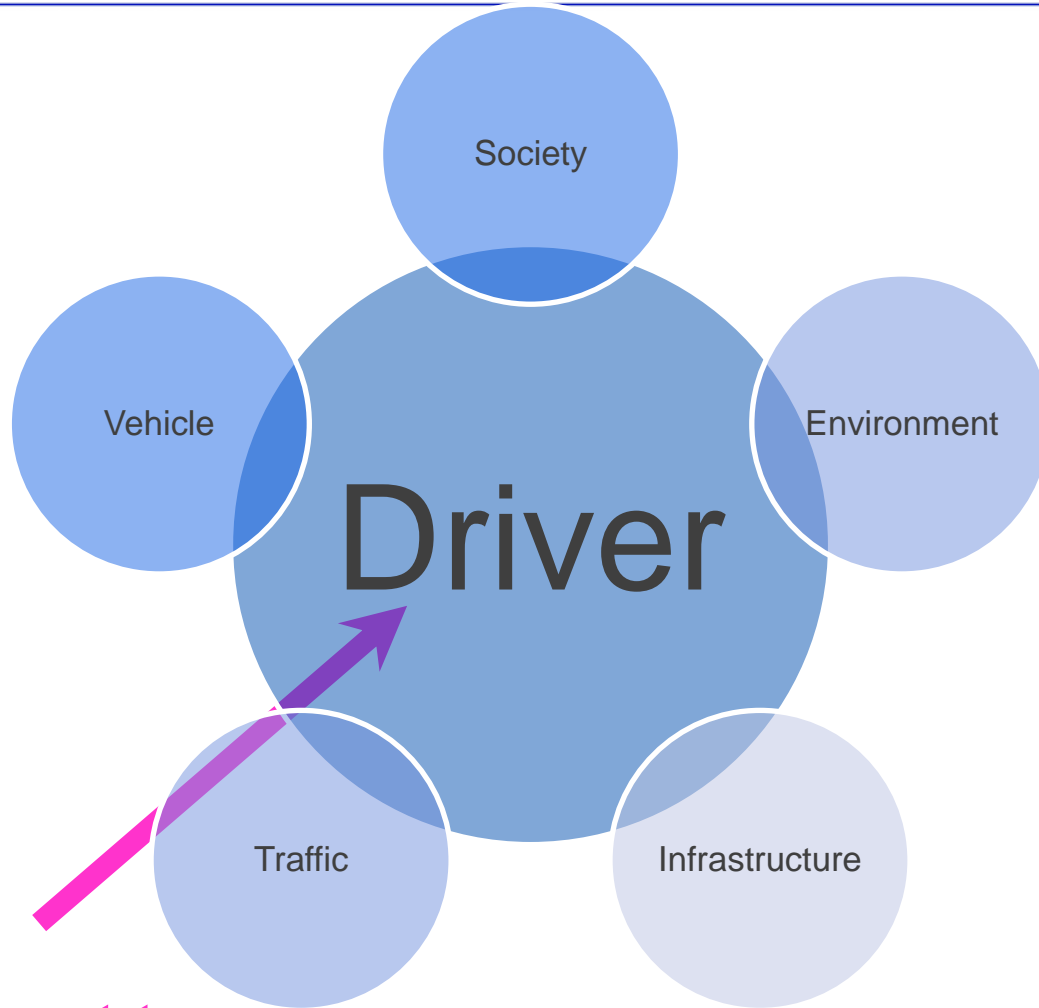
Percentages for Truck At-Fault Crashes

CR Category	Examples	%
Driver Physical Failure	<ul style="list-style-type: none">• Asleep-at-the-wheel• Heart attack• Other physical impairment	12%
Driver Recognition Failure	<ul style="list-style-type: none">• Inattention• Distraction (internal or external)• “Looked but did not see”	29%
Driver Decision Error	<ul style="list-style-type: none">• Too fast for conditions• Following too closely• Misjudgment or false assumption	40%
Driver Response Execution Error	<ul style="list-style-type: none">• Overcompensation• Poor vehicle control/maneuvering• Panic/freezing	6%
Vehicle Failure	<ul style="list-style-type: none">• Brake failure• Tire failure• Cargo shift	10%
Roadway/ Environment	<ul style="list-style-type: none">• Road signs/signals missing• Road design• Weather and/or slick roads	3%

DRIVER ERROR = 88%!!!

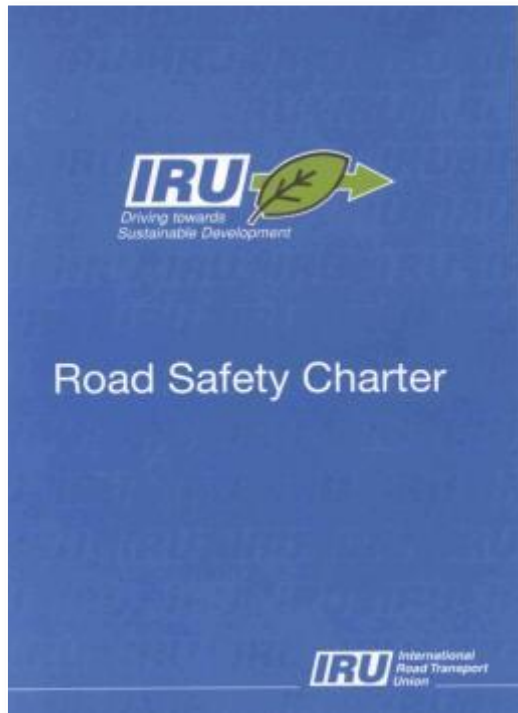


Safety Management: Comprehensive and Targeted

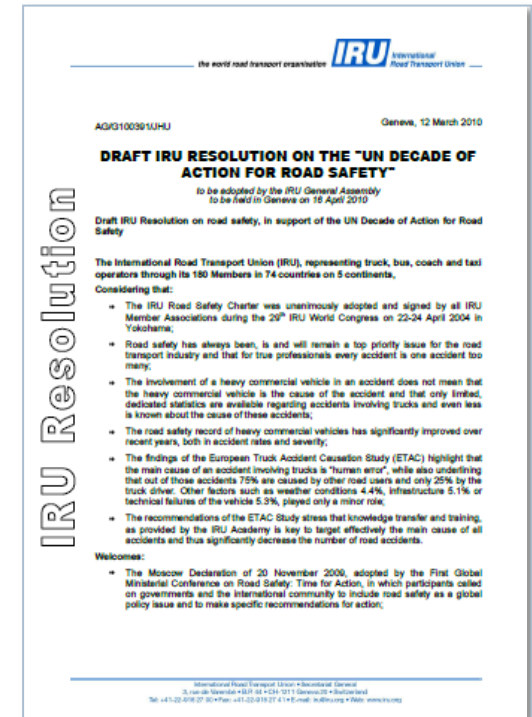


**Principal Target to
Improve Safety**

Road Safety – An IRU TOP Priority



Road Safety Charter



**The IRU supports all measures that
improve road safety**

if

**they effectively target the main causes
of accidents involving professional
vehicles**



How to avoid this?



Road Safety & Accident Prevention

Who is responsible?

Public authorities



Consignee



Consignor / transport organ



Road transport operator



Road safety and accident prevention at the heart of corporate culture

- ➔ • Organisation
- Human Resources
 - Commercial
 - Technical
 - Drivers
 - Management & finances
- Procedures
- Rolling stock
- Customer relations
- Insurers' role
- Key role of public authorities



Company organisation:

➔ **Key role of company manager**

Personal involvement

Relayed to all company levels



- Driver selection
- Training
- Evaluation

Behavioral management:

- Rewards
- Discipline & remediation
- Vehicle technologies & maintenance
- Risk avoidance; e.g., dispatching & routing



Human Resources:

- Hiring: Check references, including road safety record
 - Continuing education
 - Prevention of risk behaviours:
 - Speeding
 - Alcohol / hygiene
 - Excess load
 - Driving & rest times
- ➔ Training / information
- ➔ Checklists / first aid
- ➔ Incident identification
- ➔ Incident analysis and management



The key role of public authorities:

- Make principals accountable for:
 - Excess loads and unsecured loads
 - Breach of safety rules due to instructions leading to:
 - Speeding
 - Non-compliance with driving or rest times
- Monitor subcontracting
 - Banning cut prices which do not cover basic costs
- Enforce and sanction in an efficient and resolute manner



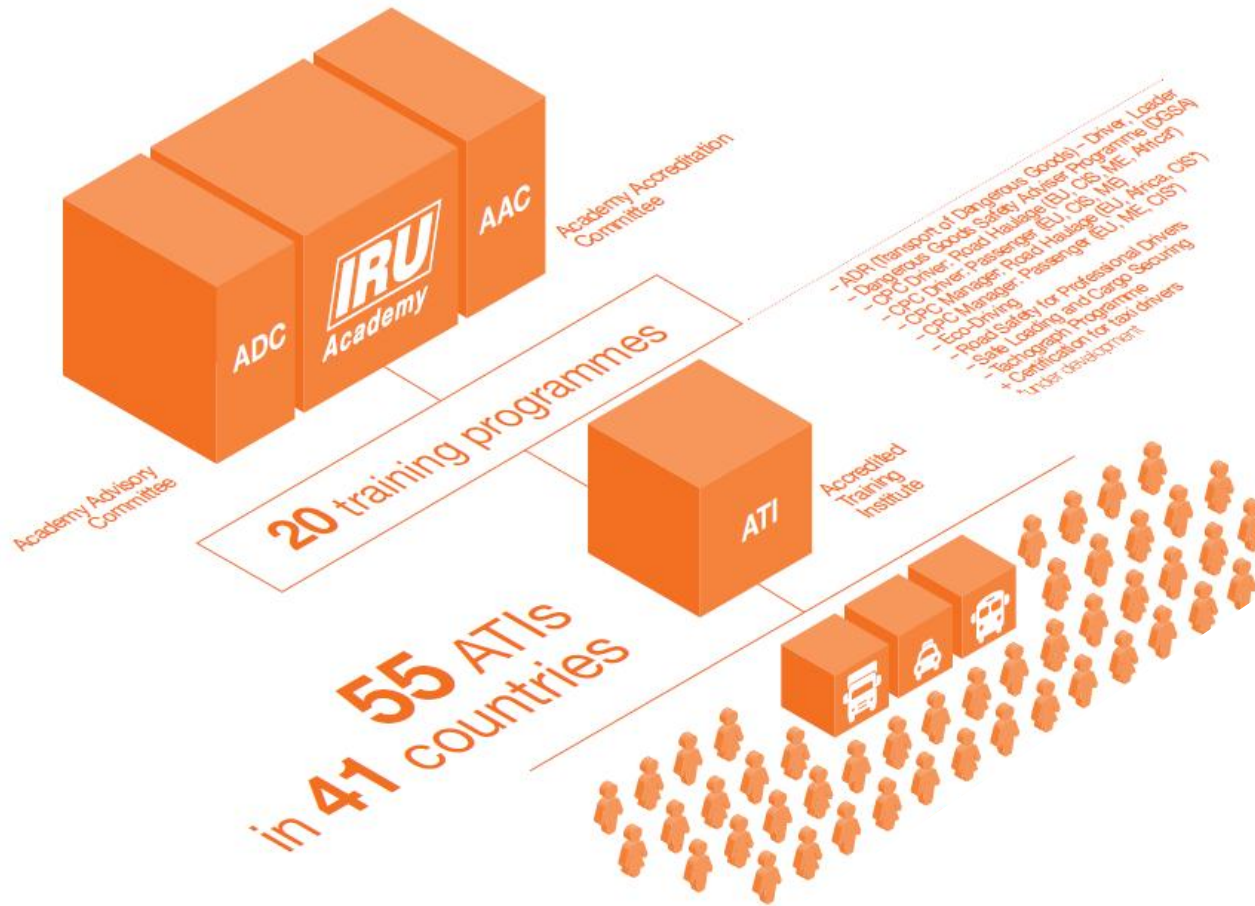
The key role of public authorities (cont'd):

- Professional qualification requirements
- Financial incentives to allow fleet renewal
- Incentives to finance driver training and offset company losses during training periods





The IRU Academy at a glance



21 Professional Training Programmes

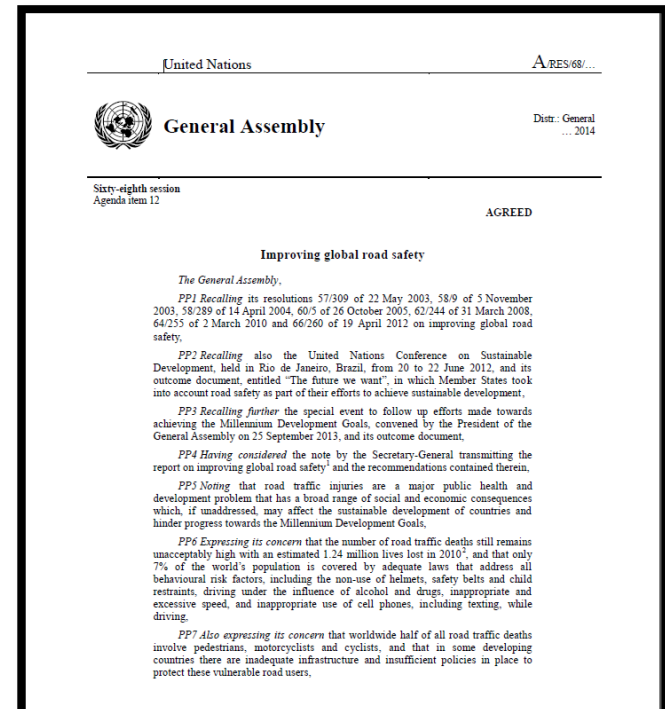
The screenshot shows the IRU Academy website interface. At the top, there is a navigation menu with options like 'About the IRU', 'Policies', 'Services', 'News and Events', 'Press', 'Resources', 'TIR System', 'IRU Academy', and 'Members'. Below the menu, the main heading is 'IRU Academy Programmes'. A sub-heading states: 'IRU Academy Programmes actively develop skills of road transport professionals on a wide range of topics.' Below this, it lists the programmes: 'CPC Manager Programme, CPC Driver Programme, Tachograph Programme, ADR (Transport of Dangerous Goods) Programme, Safe Loading and Cargo Securing, and ECOeffect.' There is also a section for 'Top-quality Training Design' and 'Training Materials'.



17 Drivers' Checklists

UN Road Safety Resolution acknowledges IRU's contribution to saving lives

IRU efforts on improving road safety acknowledged by the UN Road Safety Resolution adopted by the UN General Assembly on April 11, 2014



PP20 Acknowledging a number of other important international efforts on road safety, including the development by the International Road Transport Union of harmonized and internationally recognized standards for vocational training of road transport professionals,

ECMT Quality Charter

For Official Use

ITF/TMB/TR(2015)3



Forum International des Transports
International Transport Forum

09-Mar-2015

English - Or. English

**INTERNATIONAL TRANSPORT FORUM
TRANSPORT MANAGEMENT BOARD**

**ITF/TMB/TR(2015)3
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Group on Road Transport

QUALITY CHARTER

For International Road Haulage Operations under the ECMT Multilateral Quota

ECMT Quality Charter

ITF/TMB/TR(2015)3

2. Driver training

2.1. The activity of driving for the international transport of goods under an ECMT licence is subject to a compulsory initial qualification and compulsory periodic training evidenced by delivery of a Certificate of Professional Competence (CPC), which every driver engaged in such transport must possess.

2.2. To this end, Member countries must institute:

- a) A system of initial qualification, with two possible options: course + test, or a test only, certified by delivery of a CPC. The contents of these courses and tests, theoretical and

2.5. The requirements laid down by the IRU Academy for the approval of training centres have been recognised as a benchmark. The Certificates of Professional Competence issued by IRU approved centres are considered as meeting requirements of the ECMT multilateral quota provided that they are countersigned by the national authorities of Member countries that are competent in this area.

The initial qualification shall not concern drivers who have been awarded a C, C+E, C1, C1+E licence or any other national permit (licence) allowing to drive a vehicle or combination of vehicles used under the ECMT quota system before 1st January 2016.

IRU Academy CPC Manager and CPC Driver Diplomas and Certificates Endorsed

50+ ATIs, 40+ countries, harmonised programmes & Diploma / Certificate

