

# Days Away from Work

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Dear NETS Members,

June 29, 2010

Questions about tracking driver days away from work were asked by Wilton Carr of AstraZeneca. Please see his full question, below. Member responses follow Wilton's questions.

Please contact me if you have any questions or suggestions.

Thank you to those who submitted responses.

Jack Hanley

NETS  
Executive Director  
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## Questions

- 1) How do you track days away from work for your drivers? (Time away for repairs, injuries, collisions etc.)
- 2) If you are tracking the days/time away, are you putting this information into some sort of lost productivity measure?

Wilton Carr

AstraZeneca  
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		<b>How do you track days away from work for your drivers? (Time away for repairs, injuries, collisions etc.)</b>	<b>If you are tracking the days/time away, are you putting this information into some sort of lost productivity measure?</b>
1	Merck <i>Bob Holman</i> <a href="mailto:robert_holman@merck.com">robert_holman@merck.com</a>	Only for occupational injuries, using OSHA recordkeeping rules	We use the days away per 100 Full Time Employees (# days * 200000/hours worked) for a days away incident rate. We do not track downtime due to repairs, etc.
2	Siemens <i>Steve Schmidt</i> <a href="mailto:steven.p.schmidt@siemens.com">steven.p.schmidt@siemens.com</a>	Just the OSHA lost workdays measure (for OSHA work-related injuries from MV crashes).	Not routinely
3	AstraZeneca <i>Mary Rose</i> <a href="mailto:mary.rose@astrazeneca.com">mary.rose@astrazeneca.com</a>	We do not have a method of capturing time out of territory for activity not related to a lost time injury. But, lost time resulting from an injury is recorded on the OSHA log. We capture OSHA recordable data in an ACCESS database and are able to sort the data to isolate injury data specific to motor vehicle related injuries.	We use the IPMM calculation to track/benchmark our collision injury experience.
4	Verizon <i>Gary Schongar</i> <a href="mailto:gary.j.schongar@verizon.com">gary.j.schongar@verizon.com</a>	We only track DAFW for injuries. The data are available, but are not a component of a regular metric (for injuries).	
5	Sanofi aventis <i>Tom Cosentino</i> <a href="mailto:Thomas.Cosentino@sanofi-aventis.com">Thomas.Cosentino@sanofi-aventis.com</a>	We only track days away from work for injuries, based on workmen's comp. records.	No, we do not routinely report on lost productivity.

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6	PSEG <i>Lee Wallace</i> <i>Lee.Wallace@pseg.com</i>	Days away are tracked on our OSHA log.	The information is captured as part of our severity rate.
7	Quintiles <i>Steve Meyers</i> <i>Steve.Meyers@quintiles.com</i>	Our US Fleet Manager reports that days away from work are not tracked to deal with these issues (other than the OSHA recordkeeping requirements for lost time injuries).  Our Leasing company gets folks in rental cars quickly since they know the importance of minimized downtime.	
8	Roche <i>Rocco Di Taranto</i> <i>rocco.di_taranto@roche.com</i>	For summary reports we add the actual days lost for injuries plus 4 hours per collision without injury.	Lost time is provided in discussions with management as it relates to time out of the field.
9	Anonymous	Our workers' compensation staff do track lost work days for work-related injuries.	
10	Abbott <i>Joe McKillips</i> <i>Joseph.McKillips@abbott.com</i>	We primarily use OSHA LWDC definitions related to on the job injuries.	Not at this time but are exploring opportunities to better measure productivity impact from LWDCs, crash occurrences, etc.
11	Anonymous	We have an integrated reporting system for both Motor Vehicle Accident and Injury/Illness reporting. All data on an individual event is all under a single record.	We have the ability to extract the data but have not done so to-date.

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12	Eli Lilly Beth Stamer STAMER_BETH_A@LILLY.COM	<p>We use a standard calculation of 2.5 days out of territory and an average of 25 missed calls for every collision. These data are used to create "productivity lost" data for discussions with leadership.</p> <p>We do not try to calculate any out of territory for regular fleet vehicle maintenance as this is considered just part of the job and for most folks is very small from a time perspective. Also, drivers can be working on other items (reading, computer work, e-mail, territory planning) while they are waiting for an oil change or tire rotation.</p>	<p>Lost work days from all injuries is calculated and reported to leadership and used in presentations as part of our global injury metrics. We do not communicate how many lost days are due to MV collisions, however, we do provide a graphic and raw data for the number of injury cases by our four leading injury categories (MVS, STF, Ergo, All other)</p>