

Severity Classification

Dear NETS Members,

September 23, 2011

Greg Clark (DHL Supply Chain) asked about classifying the severity of crashes. His complete question is below.

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Responses follow Greg's question.

Thank you to those of you who provided responses.

Please contact me if you have any questions or suggestions.

Yours truly,

Jack

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QUESTION

We are in the process of revising our Transportation Safety Metrics throughout our company and one of the characteristics that we would like to record data around is the **severity of the collisions** taking place. Our original metric proposal to our Regional HS&E teams was strongly aligned to the definition of a DOT Recordable Incident in that it included three major components:

- all fatalities
- all injuries treated away from the scene of the accident
- all disabling vehicular damage resulting in a vehicle being towed away from the scene

We have received push back from the Regional teams regarding the injury component of our definition, particularly around the variance in the severity and nature of the types of injuries that will be treated away from the scene from country to country. In the UK for example, it was felt that lots of third parties take an ambulance away from the scene of an accident, regardless of how severe their injuries are, whereas in other countries access to quality medical treatment might not be available and, therefore, the third party would leave the scene of an

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accident even after suffering a somewhat severe injury. This would certainly lead to inconsistencies in the quality of data when viewed from a global perspective.

In light of the above, we are thinking of approaching the severity question from a different angle. We were wondering if you could help us obtain a response from the group to the following questions:

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- **Does your company attempt to capture data that indicates the severity of the vehicular collisions taking place in your organization?**
 - **If yes, how do you classify a “severe” collision?**

Is it possible for you to send a note out to the NETS membership asking the above questions? Is the end of next week a reasonable cut-off for responses? Also, would it be possible for you to send us responses as they come in?

Please do not hesitate to give me a call if you want to discuss further. We appreciate your assistance greatly!

Best Regards,
Greg

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"Safety is Everyone's Responsibility, Every Day!"



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	Responses	Severity Classification
1	Number of companies responding who do not classify severity	4
2	Anonymous	<p>Yes, we do assign severity (our own internal metric) to incidents. We use a scoring tool we developed (nothing fancy....simple excel sheet) that assigns points based on the specifics of the incident (single car crash, third party involved, injuries – employee and/or third party, vehicle damage, traffic violations, etc.) Based on the points, the incident is assigned an A, B or C rating.</p> <p>A – Most severe – Very high potential for injury B – Moderate severity – Medium to high risk of injury C – Low Severity – Low risk of injury</p>
3	Anonymous	<p>“One important issue is to agree to a set of definitions – at least within a country – in order for the different data sources to be combined. The recommended definition of a road traffic crash/accident is “a collision or incident involving at least one road vehicles in motion, on a public road or private road to which the public has right of access”. According to the UNECE glossary road vehicles includes both motorized and non-motorised vehicles running or drawn by wheels. The recommended definition of a road traffic fatality is “any person killed immediately or dying within 30 days as a result of a road traffic injury accident, excluding suicides”. It is recommended that injury that requires admission to hospital for at least 24 hours or specialist attention, such as fractures, concussions, severe chock and severe lacerations are defined as serious injury. Injury that requires little or no medical attention is defined as slight/minor injury.”</p> <p>Here is the link where it came from. http://www.gtkp.com/themepage.php&themepgid=230</p>
4	Anonymous	<p>My suggestion would be to consider using the existing (and time proven) DOT definition of a “recordable” crash.</p> <p>“Nurse, Hearse, or Tow” – the crash is DOT recordable if immediate medical treatment is required away from the scene of the crash; a fatality occurs; or any vehicle must be towed from the scene.</p> <p>I certainly understand the interest in adding much more detail as in most of the responses.</p>

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5	<p>Amgen Scott Thompson sothomps@amgen.com</p>	<p>Our Severity (Serious) Definition is as follows:</p> <p>Serious work-related injury or illness of a staff member, temporary, contractor, consultant, or any third party working in or present at our facility or while conducting business. Some examples may include;</p> <ul style="list-style-type: none"> • Fatality or life threatening illness • Amputation or serious disfigurement • Severe burn (e.g., 3rd degree any size, large surface area 2nd degree, etc.) • Significant Fracture (e.g., compound, severe, to a large bone, etc.) • Requires overnight in-patient hospitalization • Recordable injury / illness to two or more people from one event
6	<p>AstraZeneca Mary Rose mary.rose@astrazeneca.com</p>	<p>At AstraZeneca we do not have any metrics that provide for the “severity” of a collision. A collision is a collision regardless of the severity. We are a self-insured company so any incident represents liability to our company. Therefore, defining severity of a collision is not an issue.</p> <p>But, we do have internal guidance for immediate reporting of serious incidents (this guidance is not specific to collision incidents alone) that involve fatalities of our employee or anyone else, as well as injuries that require hospitalization of more than 24 hours. There is an internal process in place to ensure the highest levels of management are aware of those incidents when they occur. We also conduct an internal incident investigation of those incidents and a component of that investigation includes root cause analysis.</p>
7	<p>BP Ken Daigle Kenneth.Daigle@bp.com</p>	<p>We report data consistent with the definitions provided in the OGP Land transportation safety recommended practice report # 365 http://www.ogp.org.uk/pubs/365-5.pdf and consider a vehicle accident to be any work-related accident involving a motor vehicle that occurs on or off road resulting in injury, or loss/damage, or harm to the environment, whether this impacts BP and/or its contractor directly, or impacts a third party. Hence, we do consider the severity of vehicle damage and of any injury, whether treated onsite or offsite, in order to categorize the incident for reporting purposes.</p>

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		Internally, we consider a vehicle accident resulting in an injury beyond that requiring first aid treatment to be “severe”.
8	Chevron Holly Parker HParker@chevron.com	We follow the Oil & Gas Producers guidelines. These are applicable globally. Here is a link to the website. http://www.ogp.org.uk/pubs/365-5.pdf
9	Johnson & Johnson Sandy Lee SLee3@its.jnj.com	At J&J, we report out “high risk” crashes and presently include the following: <ul style="list-style-type: none"> • Our driver lost control of vehicle (e.g., rollover of the vehicle causing death, injury, or material damage) • Our driver skidded or slid into stationary object • Other driver failed to give right of way (failed to yield) • Other driver hit rear of our vehicle • Contact with pedestrians or bystanders - Death or injury caused by impact with vehicle, an object carried on the vehicle, or set in motion by the vehicle • Our Driver was run off road causing death, injury, or material damage
10	Kraft Foods Jeff Jones jjjones@kraftfoods.com	At Kraft we do not have a severity classification that we use. WE use preventable and non-preventable only at this time.
11	Spectra Energy Kevin Wright KPWright@uniongas.com	<p>Please Note: Spectra Energy will be providing a Poster Session at the upcoming NETS Conference in Atlanta regarding our efforts on Severity Scoring for vehicle collisions.</p> <p>At Spectra Energy we identified the same issue with respect to the challenges of associating a severity score to our vehicle collisions. There is no national or international standard we have found to follow so we have created our own methodology. We also know that this is not an exact science but have launched this tool this year to monitor and develop further for our own internal tracking purposes.</p> <p>We currently are using the following parameters to score the severity:</p> <ul style="list-style-type: none"> • Worst Known Injury (a range of injury levels is provided for selection) • Company Vehicle Damage (a range of damage costs is provided for selection) • Speed (a range of speeds is provided for selection)

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		<p>Based on the selection level of each parameter a number score is provided. Using the parameter scores we sum the Injury and Damage and multiply it by Speed. Using this method we are able to identify that scores ranging from 12-18 are more severe (0 is bottom and 18 is top of range).</p> <p>Hope this helps. Feel free to contact me regarding this matter.</p>
12	<p>Tyco <i>Bob Adams</i> <i>radams@TYCO.COM</i></p>	<p>At Enterprise level, we do not yet (will in near future) collect data at that level of granularity due to the size and decentralized nature of our fleet. We have only just started getting good accident reporting...using a very basic standard accident definition. Our U.S. fleet does have the capability to categorize by severity but currently does not. I agree totally that injury should not be a required element of the severity definition. It should be one trigger but not necessarily a mandatory element of every severe incident.</p>

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