

Severity Question

Dear NETS Members,

February 15, 2010

Rocco Di Taranto with Roche asked how NETS members measure *severity* of crashes.

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Responses are provided below. Please note I have included the names and companies of respondents, unless a respondent asked to remain anonymous.

Please contact me if you have any questions or suggestions.

Jack Hanley

NETS
Executive Director
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Question

Would you please survey the group to determine –

- 1) How do you measure severity in your fleet?
- 2) What metrics might be used for those that include severity as part of their dashboard?

Rocco Di Taranto
Roche
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Responses

1. Pfizer

- How you measure severity in your fleet?" We measure severity several ways:
 - % of high risk drivers versus excellent risk. (Based on points associated with high impact violations, repeat collisions, etc)
 - Number of lost time case and lost time days
 - Number of fatalities (however this is not the best measure because we don't have many).

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- What metrics might be used for those that include severity in their dashboard?
 - % high risk drivers, # lost time injuries (per million miles driven)

Teri Snow
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2. Eco Lab

Ecolab measures the following metrics for its fleet:

- Total collision rate / MM
- Preventable collision rate / MM
- Vehicle liability claim rate / 100 vehicles
- % of vehicle liability and damage claims

Ryan Rebman
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3. sanofi aventis

- How you measure severity in your fleet?"
 - We measure APMM and % fleet in an accident, but this does not measure severity. We also use \$ bent metal repair cost, but this lags by about 3 to 6 months. One other item which is more of a leading indicator is Driver Risk Level. We use a combination of MVR results for the past 3 years plus accident history for the last year. Combined, drivers are categorized as Zero, Low, Medium or High risk.
- What metrics might be used for those that include severity in their dashboard?
 - Metrics are APMM, % vehicles in an accident, \$ bent metal repair cost and Number of drivers or % of drivers in each of the risk categories.

Tom Consentino
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Severity Question

4. Company Name Withheld

MVA Severity	Description
Severity 1	<ul style="list-style-type: none">Employee or Contractor fatality, ORFatality to a third party (passenger, other driver, cyclist, or pedestrian)
Severity 2	<ul style="list-style-type: none">Employee or Contractor significant injury (Day Away from Work Case (DAWC) or Restricted Work Case (RWC)), ORIncapacitating injury to a third party (passenger, other driver, passenger, cyclist, or pedestrian)
Severity 3	<ul style="list-style-type: none">Employee or Contractor injury (Recordable Medical Treatment Case (RMTC) or First Aid (FA) case), ORNon-incapacitating evident injury or possible injury to a third party (other driver, passenger, cyclist, or pedestrian)
Severity 4	Employee or Contractor MVA with: <ul style="list-style-type: none">High to moderate potential for injury, ORDisabling damage to any motor vehicle
Severity 5	Employee or Contractor MVA with: <ul style="list-style-type: none">Little to no potential for injury (other cases not included in type 1-4), ORFunctional damage to any motor vehicle, ORNon-functional damage to any motor vehicle

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5. Merck

- Merck does not have an active metric to classify severity. We do look at average cost and periodically track the number of total losses and those above the \$10,000 liability threshold.

Bob Holman
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Severity Question

6. Company Name Withheld

1) How do you measure severity in your fleet?"

On our Corporate reports, we present DOT Vehicle crashes for the prior 24 months as reported from Safer Stat. One of our business units uses cost of repair, but it is lagging by 6 - 8 weeks.

2) What metrics might be used for those that include severity in their dashboard?

We are trying to institute DOT criteria of incidents resulting in fatality, vehicle towed from the scene or medical treatment away from the scene. We've tried obtaining repair costs, but have been successful in only one business unit getting timely, reasonably good data.

7. Shell

I assume the question is around the severity of an incident? If yes, here are the guidelines used Shell, the GBG (Global Benchmarking Group of International Oil Companies) and OGP (Oil and Gas Producers). An MVI is a motor vehicle incident (makes no difference who is at fault).

- Fatal MVI
 - Any company, contractor or sub-contractor MVI resulting in a work force or third party fatality.
- Major MVI
 - Any rollover
 - Any company, contractor or sub-contractor MVI resulting in a Lost Work Day Case
- Serious MVI
 - Any company, contractor or sub-contractor MVI resulting in a recordable injury (Medical Treatment Case +/-or Restricted Work Day Case)
 - Any MVI where the vehicle cannot be driven from the scene under its own power in a roadworthy state
- Light MVI
 - Any company, contractor or sub-contractor MVI resulting in either a minor injury (First Aid Case) or no injury

Mike Watson
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