

**To:** All subscribers  
**Subject:** Motor Fleet Risk Management e-info – October 2005

## **Dear Subscriber**

Welcome to the Driving Services e-info. This communication will keep you up to date with important developments within Driving Services, the fleet risk management industry and let you know where to find useful facts, figures and information.

If you know of any colleagues that would like to receive the e-info, please e-mail and request it using the following location

[send it to me](#) with subscribe as the subject matter.

If you would like to see who you are talking to at Driving Services, take a look at our web site and click on 'about us' at:

### **DRIVINGMONITOR UPDATED**

We are constantly looking to make our products and services relevant to today's driving environment. We monitor all available research and statistics and use this information to update our products and services. For example we are currently updating the questions within DrivingMonitor, our very successful online risk assessment tool, to reflect the Department for Transport Research Report No 58 "An in-depth Study of Work Related Road Traffic Accidents", and the Road Casualties Great Britain 2004 statistics.

This development will help ensure that the drivers undertaking the online risk assessments and subsequent online training modules, within DrivingMonitor, are answering relevant questions relating to the up to date causation factors and solutions, when driving all types of vehicles on business.

Visit [www.drivingmonitor.com](http://www.drivingmonitor.com) for more information.

### **CLOCKS GO BACK!**

The end of British Summer Time on 30 October heralds the beginning of the most dangerous time of year on our roads. Last November was among the worst months in 2004 for road accidents involving 3320 pedestrians of whom 1137 were children.

Generally, the most dangerous time is between 3pm and 6pm. This is when drivers are going home after a busy day at work and children are making their way home from school.

During the summer up to a quarter of all accidents happen during these hours, but when the clocks go back, heavy traffic and rapidly deteriorating light increases this statistic to a third.

The DFT puts out the following advice for winter driving :

**Good vehicle maintenance** is particularly important in winter. Make sure your battery is fully charged, your tyres have plenty of tread and are the right pressure, and your wipers and lights work properly. Add anti-freeze to the radiator and top up screen wash.

**Ice and slush** make driving particularly hazardous - it can take 10 times longer to stop than on a dry road.

- When driving, use the highest gear possible to avoid wheel spin.
- Manoeuvre gently, avoiding sudden braking or acceleration.
- To brake without locking your wheels, get into low gear earlier than normal, allow your speed to fall and use the brake pedal gently.

### **Driving in fog**

- Drive slowly and use dipped headlights or fog lights.
- Don't hang on to the tail-lights of the vehicle in front - you may be too close.
- Don't speed up if it seems to be clearing; fog drifts rapidly and is often patchy.

### **Driving on flooded roads**

Stay in first gear and drive slowly.

- Slip the clutch to keep the engine speed high and avoid stalling.
- If possible drive in the middle of the road to avoid deeper water near the kerb

### **DUTY OF CARE BURDEN 'TOO MUCH' FOR FLEETS**

FLEET managers have raised concerns that the amount of work involved in meeting their duty of care to drivers is almost impossible to achieve. They voiced their worries after hearing a list of the issues they would have to tackle, from monitoring drivers' hours and the vehicles they used, to taking care of drivers on

business in private cars and educating staff about anti-lock brakes. One fleet operator told the meeting of the East Anglia region of the Association of Car Fleet Operators:

‘This is all really scary stuff, but you can’t make board directors understand this. ‘I will admit I don’t know how to do it. Fleet managers are just not trained for doing all these things.’

The meeting also heard claims that there is already case law of families of drivers killed while driving on business who have successfully sued their employers for compensation equivalent to 30 years’ salary. On being told that responsibilities could range from training drivers about all the equipment in their cars to showing them how locking wheelnuts work, one fleet operator said: ‘So are we meant to be mechanics now? We seem to be taking all the responsibility away from the drivers.’

The focus on health and safety and duty of care has grown significantly in recent years and pressure on companies is certain to get more intense, with lawyers claiming it is only a matter of time before a company ends up in the spotlight following an accident involving one of its drivers. The Government has stressed that it will support fleets in their work, putting in place funding and a programme to help them become safer, cleaner and better-run.

Although it is too early say what might be offered, Transport Minister Dr Stephen Ladyman told an Agenda for Action conference: ‘The fleet manager will become more of a transport and mobility controller - coping with the travelling needs of the workforce - from fleet acquisition and upkeep, contract hire and disposals to booking rail or air journeys for employees or linking people through video

.Article taken from Fleet News Net 25<sup>th</sup> October

### **DRUG TEST TRIAL**

Police are to trial a roadside detector that tests drivers for illegal drugs. Trials of the portable ‘drug analyser’ could take place before next summer as part of one of the biggest clampdowns on dangerous driving since alcohol breath tests were introduced in the 1960s

## **VEHICLE EXCISE DUTY EVASION 2005**

The Department for Transport has today published National Statistics on evasion of Vehicle Excise Duty in Great Britain in 2005. Results

- Vehicle Excise Duty evasion is estimated to cost £147 million in the year 2005/6, some £18 million more than in 2004/5 but well below the figure of over £206 million in 2002/3.
- The revenue lost from VED evasion is equivalent to 3.6 per cent of the total revenue that should be raised, compared with 3.4 per cent in 2004/5 and 4.8 per cent in 2002/3.
- Regionally, the largest increase in evasion rate between 2004 and 2005 was in Wales.
- Evasion rates are highest among motorcycles and 'other vehicles', as was the case in 2004.

### **Useful web sites:**

Driving Standards Agency: [www.dsa.gov.uk](http://www.dsa.gov.uk)

Department for Transport: [www.dft.gov.uk/](http://www.dft.gov.uk/)

Driver and Vehicle Licensing Agency: [www.dvla.gov.uk](http://www.dvla.gov.uk)

Health and Safety Executive: [www.hse.gov.uk](http://www.hse.gov.uk)

Euro NCAP Assessments: [www.euroncap.com](http://www.euroncap.com)

Vehicle & Operator Services Agency: [www.vosa.gov.uk/](http://www.vosa.gov.uk/)

If you have visited any useful sites lately and would like to share them, please

e-mail us at [weblinks@drivingservices.com](mailto:weblinks@drivingservices.com)

### **How to stop/start receiving e-mail updates from Driving Services**

If you do not wish to receive further e-mails from Driving Services, then please send a blank e-mail with the title 'No e-info' to [no e-info@drivingservices.com](mailto:no e-info@drivingservices.com)

If you know of anyone else who would like to receive the e-info, please send an e-mail with the title 'Yes e-info' to [yes e-info@drivingservices.com](mailto:yes e-info@drivingservices.com)