

Safety ↑ Quality ↑ Costs ↓

## Road safety programmes



Deutscher  
Verkehrssicherheitsrat e.V.

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# Partners for more quality and safety

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The **German Road Safety Council (Deutscher Verkehrssicherheitsrat, DVR)** was founded in 1969 as a non-profit organisation. Its mission is to support safety-enhancing activities that benefit all road users. It embraces relevant areas of transport engineering, education, information, legislation, as well as traffic enforcement. DVR co-ordinates the road safety activities of its members; it creates programmes and oversees their quality by continually updating them in the light of changing requirements and cutting-edge research.

**Affiliated members of DVR include all transport ministries both at state and federal levels, accident insurance organisations, voluntary road safety organisations, automobile clubs, car manufacturers, insurance companies, employer associations and trade unions, churches and other institutions and organisations.**

Experts from member organisations, aided by technical committees, develop DVR safety programmes for target groups such as professional drivers.

Several of DVR's members carry out the programmes onsite. These, as a rule, are the organisations which possess the structures and sufficient staff, both payroll and voluntary, to deliver staff-intensive safety training activities on a nation-wide scale all over Germany.



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# Philosophy and Objectives of our Safety Programmes

Road traffic is a complex system governed by an intricate network of regulatory and environmental factors, vehicles, road infrastructure and technology as well as by the behaviour of the individuals involved. While many system components are undergoing continuous improvement, such as active and passive on-board safety equipment, the human factor has always been and is likely to remain the weakest link in the chain.

This is why the road safety programmes of DVR and its members are focused on people, and on conveying to all road users the idea of partnership and greater personal responsibility.

Companies can use DVR driver safety and fleet programmes not only to reduce or avoid work-related accidents. Beyond prevention, by improving physical working environments, providing enhanced technology and encouraging safe behaviour among their employees, companies can effectively increase their productivity, improve the quality of work processes, boost motivation, and enhance their hard-won reputation and overall business success.



**The laws of physics at work: Many situations are almost uncontrollable even with the best driving technique**



# Keeping Up the Quality

## Recognize a hazard early

Road accidents are usually preceded by a series of difficult and complex events. Many "experts" therefore believe that tricky situations should be studied and rehearsed in detail to make them controllable to drivers. What they forget is that there is usually very little room within which a hazardous situation can be mastered. Human response times and the kinetics of driving constitute two very limiting factors, and even with the most advanced vehicle technology on board, it is impossible to go beyond those limits without suffering severe consequences.

Hence, the objective of all our safety programmes is to improve drivers' attitudes and behaviours, helping them to anticipate a hazard early and avoid getting into it.

DVR safety programmes are not car control courses that teach drivers fancy tricks for tough situations. Instead, by taking part in the discussions and practical training units, drivers realise how unpredictably a risky situation can occur, and how little chance there is in live traffic to stay in full control.

**A competent and safe driver is one who avoids getting into a risky situation in the first place. This is why drivers who take part in a DVR safety programme learn to identify a hazard in a timely manner and avoid it.**



**Quality assurance:  
Selection, training,  
coaching and exami-  
nation of safety and  
fleet training pro-  
gramme instructors**

The quality of safety programmes depends on the capabilities of each individual instructor or trainer. This is why DVR and the organisations implementing the programmes attach special importance to the selection, training, further qualification, monitoring and support for all of their trainers. At the end of their qualification all instructors are required to pass an exam held by an independent board. This is to ensure that courses are only run by well-trained staff who regularly upgrade their qualification. The process of qualification and training of instructors is regularly supervised by an independent body in accordance with ISO 9001.

# Company Benefit

Some company managers consider health and safety a necessary evil involving extra work. Some feel that "there is not much to be gained here".

Innovative companies take a more pro-active approach to road risk management.

The economic pressures which have forced companies in all sectors into major reorganisation have also transformed corporate philosophies. The most important change is that production and other business processes are no longer divided into separate sequences but are seen as integrated entities. Occupational health and safety as well as road safety have become an essential part of corporate cultures. Every day, employees drive a vast number of kilometres in long and short haul goods transport, on coaches, in urban bus services, out on company business, within company premises, or commuting to and from work. Every road accident that happens to an employee is a costly problem for his or her company.

## Increasing safety and quality, reducing costs

For many companies, accepting this fact and acting on it may open up some major business potential. Quality and safety must in the future become a natural part of operational planning as they will become ever more critical factors of market success.

The reduction of costs ranges from fines that need not to be paid, fuel economy through efficient driving to reduced insurance rates, and of course there will be less accident claims and follow-up costs.

The costs generated are even bigger if a driver suffers an accident and gets injured. The extra cost adds up to around 500 € per day. This means that even in case of a minor injury that keeps a person away from work for two weeks the company loses over 5,000.- €. More severe accidents produce much higher costs, as the following example demonstrates:

### EXAMPLE

#### Average financial loss per day away from work

I. Vehicle and driver		€ per revenue day*)
<b>Fleet costs</b>		120,00
Semitrailer, standard top		
Open box with tarpaulin and hoop		
2 sets of 3 axles, 40 tonnes GCWR		
<b>Driver payroll cost</b>	10 h	220,00
<b>Driver expenses</b>	10 h	25,00
<b>Administrative overheads</b>		70,00
<b>Imputed risk premium</b>		7,00
<b>Imputed ROI</b>		8,50
<b>Total</b>		<b>450,50</b>
II. Lost earnings		
As % of I.		(Enter figure based on company experience)
		<input type="text"/>
III. Claims to be paid		
Penalty for delayed delivery and damages to goods		As claimed per case
		<input type="text"/>
<b>Total Cost</b>		<input type="text"/>

\*) Revenue day = day of actual vehicle deployment (average of 226 revenue days per year)  
Source: BGL (German Freight Transport Association) cost information system (11/2001), rounded figures

Not only do safety-conscious drivers cause fewer accidents involving injuries, they also produce less petty-damage incidents. Every small damage costs time and money. Having a broken indicator lamp replaced takes half a day, during which the car is idle. The driver has to see to the repair and cannot get on with his regular work.

In business terms, minor losses add up to major ones very quickly. A company may easily spend several ten thousand Euros per year on minor vehicle damage alone. Having motivated, safe drivers can make a noticeable difference in small repair costs.



### **Driving safely and driving economically are often the same thing**

Drivers whose style is effective and eco-friendly usually also have a defensive and at-ease style of driving. Here lies great potential for any company that operates its own fleet:

- ▶ If applied consistently, eco-friendly driving saves up to 10 per cent in fuel costs. Assuming that 1.12 € is the price for a litre of diesel fuel, 2.700 € can be saved on a car that uses 6 litres per 100 km and travels 40,000 km a year. The potential saving on a lorry is obviously much higher.
- ▶ Eco-safe driving involves less gear switching, less frequent braking, and hence less maintenance costs as there is less wear and tear.
- ▶ The risk of accidents is reduced, and so is the days-away-from-work frequency. In a utility company in the north of Germany, third-party claims and own-vehicle damage fell by 40 per cent against the previous year after all drivers had attended an eco-safe driving course.
- ▶ Drivers experience less pressure, their motivation increases and they can concentrate more on their job.
- ▶ A vehicle that is driven safely makes less of a bad impression on other road users, which helps boost a company's reputation in its customer-facing business.

### **Employees actively involved in change processes**

Although most people know fairly well how to behave safely in road traffic, the road is Germany's most dangerous workplace.

Effective road risk management is more than just telling people to behave safely on the road. Road safety activities must be firmly embedded in corporate structures and processes. This makes it consistent with other current change processes.

All modern business management programmes and strategies are built on an understanding that people are a company's most important asset. All operational stakeholders contribute

- ▶ problem solutions
  - ▶ efficiency gains
  - ▶ innovative ideas,
- thus generating productivity gains. As part of this overall process, companies formulate new, modern philosophies and mission statements in which health and safety policies form a significant element. Here lies great potential for forward-looking decision-making. A zero-interruption, efficient corporate process is unthinkable without safety.

What is paramount for road risk management to take effect is that it must permeate all business processes: HR planning, work instructions, cost controlling, vehicle deployment and delivery scheduling, purchasing, quality management, maintenance and, of course, driver behaviour and vehicle handling. Road safety becomes part of the entire business process.

However, any new approach to health and safety and road risk management requires time and patience.



## A new approach to road risk management

The new approach to road risk management pursued by DVR is based on flexible problem solutions, user-friendly and customised learning modules, such as advanced driver courses, specialist programmes focussing on areas such as load securing, as well as operational support programmes.

Any disturbance or accident has its history of warning signs that can be read and understood. So the question is not, "Is there anything we can do?" but, "Where should we do what?" DVR and its members will be pleased to help you find the answer to this question.

**Promoting and enforcing road safety is a leadership task. If managers take their employees' knowledge about workplace risks seriously, there is a chance of establishing a corporate early warning system to control disruptions in business processes as well as accidents. This makes health and safety a powerful instrument to boost a company's success.**

## Cost reduction, quality, safety, motivation

Are you already using health and safety management as a way to increase your company's profitability?

YES ☐ NO ☐

Are you undertaking efforts in your company to enhance the flow of information between all departments?

YES ☐ NO ☐

Do you include all staff members actively in your endeavours to improve quality and safety?

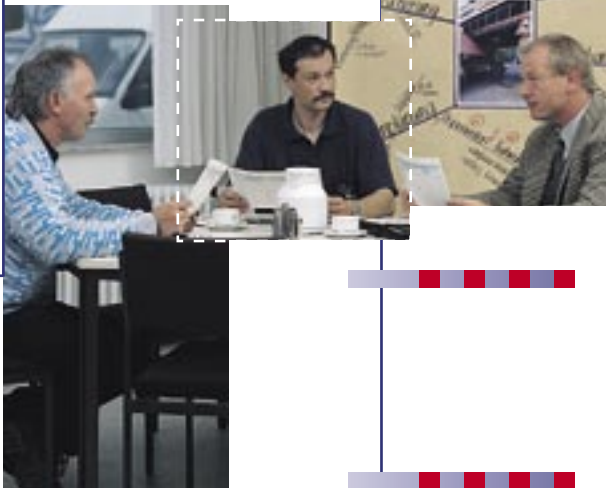
YES ☐ NO ☐

Are you keeping rigorous statistics on safety issues, days away from work, and cost?

YES ☐ NO ☐

Are there regular health and safety meetings among your company management team addressing any safety issues and possible solutions?

YES ☐ NO ☐



YES ☐ NO ☐

 YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

 YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

**YES** ☐ **NO** ☐

**YES** ☐ **NO** ☐

**YES** ☐ **NO** ☐

 YES ☐ NO ☐

**YES** ☐ **NO** ☐

**YES** ☐ **NO** ☐

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# Road safety programmes

## Safety Training Car drivers



## Safety Training Motorcycle



## Safety Programme Heavy Goods Vehicles



## Safety Programme Liquid Loads



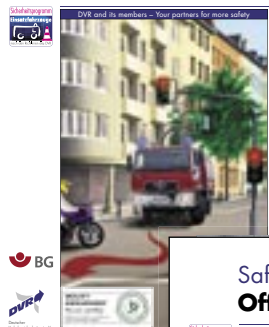
## Safety Programme Bus Drivers



## Safety Programme Coach Drivers



## Safety Programme Emergency Vehicles



## Safety Programme Light Goods Vehicles



## Safety Programme Off-Road



## Driver Qualification Programme LGV

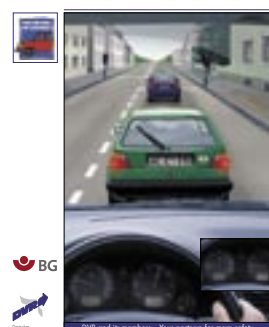


## Safety Programme Safe Loading



## Eco-Safe Driving

Safe, economical, and environmentally friendly

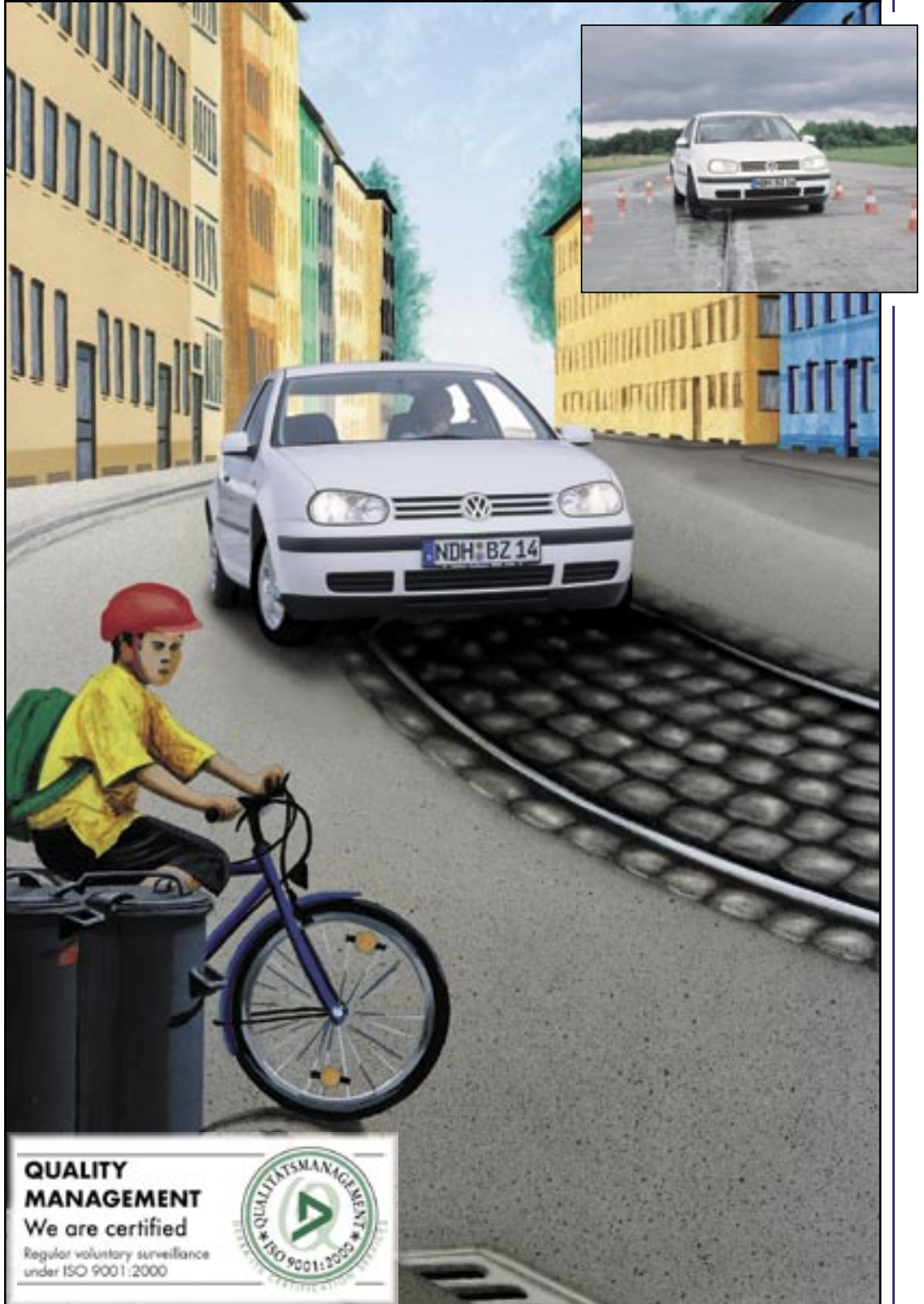


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# Safety Training Car drivers



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# Car drivers Safety Training

Homeward bound in the afternoon. It has been the same route all these years. Your thoughts are still with your job, while the music on the radio marks the beginning of a nice evening away from work. All of a sudden a child on a bike comes off the pavement and enters the road. The driver turns sharply and slams his foot on the brake. But the vehicle does the unexpected: instead of going sideways, it skids forward straight into the child's direction.

What is the correct reaction in this type of a situation? What are the choices, if any? What causes these situations, and what can be done to prevent them? Our car drivers safety programme has the answers.

## Objectives

To many of us, motoring has become part of our daily lives. You go on your daily errands without giving much thought to what you are doing. But what if the unexpected happens? Many drivers do not know how to reduce their braking distance, or how to steer effectively. At the course, car drivers can practice ways of handling risky situations like the one mentioned above. They learn to avoid driving errors.

However, the scope of possible reactions in a critical situation is narrow. The limiting factors are vehicle technology and physics on the one hand and the proficiency and fitness of the driver on the other. In any case, it is better not to get into these situations in the first place. Therefore



drivers attending the safety programme learn to assess potential road traffic hazards correctly in order to avoid them.

## Contents and methods

The personal transport safety programme includes practical driving as well as peer discussions under professional guidance. Assisted by an experienced instructor, drivers work on situations that they may run into any time. They review their former habits and are given suggestions and helpful hints that can be put into practice immediately. A correct seating position, steering and braking manoeuvres on a variety of surfaces, as well as cornering techniques form an essential part of the course.

## Peer discussions

In these sessions the trainer ensures that each driver's knowledge and experience is shared. This is how a whole variety of views and perspectives can be discussed. Driver related issues are studied in conjunction with external factors (weather and road conditions) as well as the behaviour of other road users.

**Hands-on demonstrations give drivers an instant feel how little scope there is for dealing with a hazardous situation. This helps them develop a realistic perception of road risks.**

## Learning new skills is fun

Even frequent drivers with many years of driving experience can benefit from this safety training. Many employers have included the programme in their regular HSSE plan in order to cut back on commuting and at-work road accidents. Employees from all levels of their company hierarchies have been thrilled about the programme. They have experienced that working on safety is anything but boring.

## Programme implementation

The one-day safety training programme is run by experienced and specially qualified trainers or instructors. It is offered nationwide either on fixed test sites or at locations where a mobile unit can be operated.

Driving practice is carried out on the driver's own vehicle, or in company cars.

**For further information about the programme providers and their partners, please visit**

**[www.dvr.de](http://www.dvr.de)**

**→ Verkehrsteilnehmer**

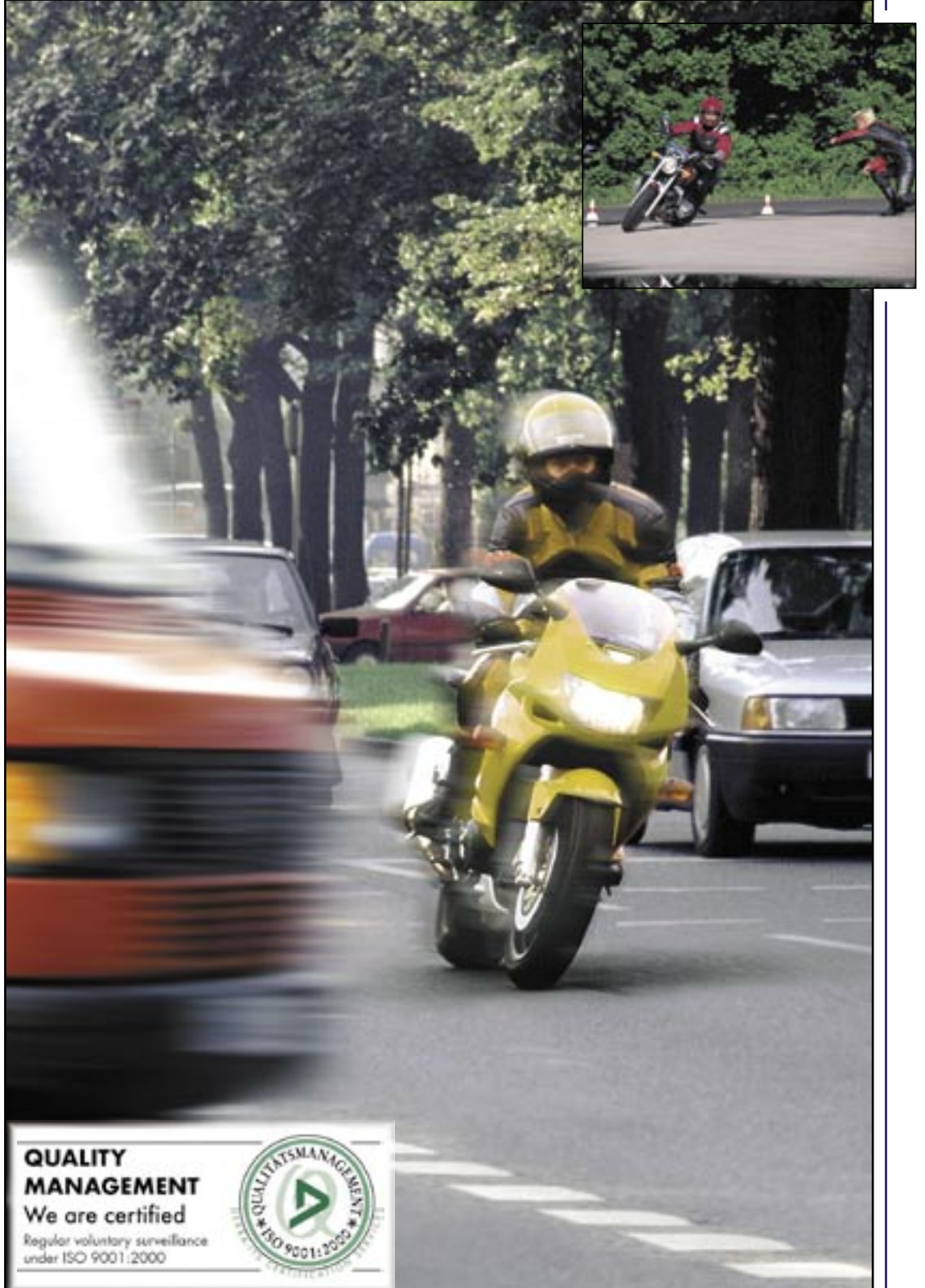
**→ Pkw-Fahrer**

**→ Pkw-Sicherheitstraining**

# Safety Training **Motorcycle**



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# Motorcycle Safety Training

Elegantly the motorbike swings round the bends; the air is full of the sweet fragrance of freshly cut hay. The bike swiftly approaches the car ahead, which has begun to slow down. Quick look into the mirror, signal, pass. But what is this? The car driver ahead turns his steering wheel sharply and starts a U-turn. Now his car is blocking the entire width of the road.

What is the correct reaction in this type of a situation? What are the options, if any? What causes these situations in the first place, and what can be done to prevent them? Our motorcycle safety training has the answers.

## Objectives

Many motorbike riders know very little about how to reduce their braking distance while keeping their bike stable. They do not know what their options are when an obstacle suddenly appears. Our motorcycle safety course teaches good habits suitable for the above and similar situations, helping riders to avoid mistakes in handling their vehicle.

However, the scope of possible reactions in a critical situation is narrow. The limiting factors are vehicle technology and physics on the one hand and the proficiency and fitness of the motorcyclist on the other. In any case, it is better not to get into this type of a situation in the first place. Motorcyclists learn to assess potential road traffic risks in advance, and to avoid them.



## Contents and methods

The motorcycle safety programme includes practical riding as well as peer discussions under professional guidance. Assisted by an experienced trainer, drivers work on situations that may occur in their motorcycling reality. They review their former habits and are given suggestions and helpful hints that can be put into practice immediately. Slow control techniques, steering and braking manoeuvres on a variety of surfaces, as well as cornering techniques form an essential part of the course.

## Peer discussions

In these sessions the trainer ensures that each rider's knowledge and experience is shared. This is how a whole variety of views and perspectives can be discussed. Rider related issues are studied in conjunction with external factors (weather and road conditions) as well as the behaviour of other road users.



**In practical experiments riders learn how little time there is to deal with a hazardous situation. This helps build a more realistic perception of road risks.**

## Learning new skills is fun

In addition to theory and practice the course also delivers a fair amount of fun. People "talk bike" extensively. Attending a motorbike safety course means swapping notes with like-minded people, finding out more about yourself and your bike, and at the same time working on your own safety.

## Programme implementation

The one-day safety training programme is run by experienced and specially qualified trainers or instructors. It is offered nationwide either on fixed test sites or at locations where a mobile unit can be operated. Practical sessions are carried out on the customers' own vehicles.

The organisers frequently offer a choice of alternative programmes, too, such as an advanced course, a scooter training, and combined courses.

**For further information about the programme providers and their partners, please visit**

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**→ Verkehrsteilnehmer**

**→ Motorradfahrer**

# Safety Programme Heavy Goods Vehicles



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# Heavy Goods Vehicles (HGV) Safety Programme

The driver has three hours within which to deliver the goods on his articulated vehicle. He has already lost time in an early-morning congestion on the motorway. Now he is going downhill on a steep country lane that has no hard shoulder. He activates the retarder to avoid wearing down his brakes. In a left turn, the trailer begins to "fishtail" in a brief sideways motion. The outer wheels end up on the bumpy soft embankment.

What causes these situations? Why does the truck not stay on the road? What can be done to avoid such dangerous situations in the first place? Our HGV safety programme has the answers.

## Objectives

Whenever a 40 tonne giant gets involved in an accident, it hits the headlines. The sheer mass of the vehicle alone is bound to cause severe damage. It is therefore essential under all circumstances to rule out any instability during driving. This applies in particular to articulated lorries and semitrailer trucks. A competent and safe driver is one who avoids getting into a risky situation right from the start. Drivers attending this safety programme learn to identify and avoid hazards in advance.

DVR safety programmes are not courses that teach drivers fancy tricks to cope with tough situations. Instead, by taking part in the discussions and practical training units, they realise how unpredictably a risky situation can occur, and how little chance there is in real traffic to keep control.

## Contents and methods

The HGV programme includes practical driving as well as peer discussions under professional guidance. Drivers reflect upon driving situations that can occur during their daily trips. They review their former habits and gain new insights. The practical driving modules focus on braking and steering manoeuvres carried out on a variety of surfaces but also deal with the correct seating positions and visibility in the cab.

**In the practical part of the programme, drivers experience situations in which vehicle control becomes impossible. This is how they get first-hand experience of the consequences resulting from misjudged traffic situations. This helps build new attitudes and habits.**

## Peer discussions

In these sessions the trainer ensures that each driver's knowledge and experience is shared. This is how a whole variety of views and perspectives can be discussed. Driver related issues are studied in conjunction with external factors (weather and road conditions) as well as additional specific challenges that typically occur in the transport of heavy goods. Even long-standing professional drivers will benefit from this safety programme.

## Programme implementation

The one-day truck driver programme is run by experienced and specially qualified trainers. It is offered nationwide either on fixed test sites or at locations where a mobile unit can be operated. Practical driving sessions are carried out on the customers' own vehicles.



**For further information about the programme providers and their partners, please visit**

**[www.dvr.de](http://www.dvr.de)**

**→ Verkehrsteilnehmer**

**→ Lkw-Fahrer**

**→ Sicherheitsprogramme**

**→ Sicherheitsprogramm Lkw**

# Safety Programme

## Liquid Loads



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# Liquid Loads Safety Programme

It is 6:30 on Monday morning. The driver of a tanker is getting ready for his first round of duty. Where is that filling station again that he has been ordered to replenish? While he is still working out the route in his mind, a car suddenly backs out of a driveway ahead. He brakes and swerves to avoid hitting it. This gets him dangerously into the way of the oncoming traffic. As he pulls sharply back to the right, the vehicle overturns.

What causes these situations? How come a tanker can become critically unstable and tilt over even at such low speeds? What can be done to avoid these situations? Our liquid loads programme has the answers.

## Objectives

Vehicles carrying a liquid load behave differently from any other truck on the road. Sudden steering or braking manoeuvres produce waves in the fluid on board, and the vehicle's centre of gravity starts to shift. The driver cannot predict the exact moment of instability. A competent and safe driver is one who avoids getting into a risky situation right from the beginning. Drivers who attend this safety programme learn to identify and avoid a hazard in a timely manner.

DVR safety programmes are not car control courses that teach drivers fancy tricks for tough situations. Instead, by taking part in the discussions and practical training units, they realise how unpredictably a risky situation can occur, and how little chance there is in live traffic to stay in full control.

## Contents and methods

The liquid loads programme includes practical driving as well as peer discussions under professional guidance. Drivers reflect upon driving situations that can occur during their daily delivery runs. They review their former habits and gain new insights. The practical driving modules focus on braking and steering manoeuvres carried out on a variety of surfaces but also deal with the correct seating position and visibility in the driver's cab.

## Peer discussions

In these sessions the trainer ensures that each driver's knowledge and experience is shared. This is how a whole variety of views and perspectives can be discussed. Driver related issues are studied in conjunction with external factors (weather and road conditions) as well as addi-



tional specific challenges that typically occur in the transport of liquid loads. Even long-standing professional drivers will benefit from this safety programme.

## Programme implementation

The one-day liquid loads programme is run by experienced and specially qualified trainers. It is offered nationwide either on fixed test sites or at locations where a mobile unit can be operated. Practical driving sessions are carried out on the customers' own vehicles.

**In the practical part of the programme, drivers experience situations in which vehicle control becomes impossible. This is how they get first-hand experience of the consequences resulting from misjudged traffic situations. This helps build new attitudes and habits.**

**For further information about the programme providers and their partners, please visit**

**[www.dvr.de](http://www.dvr.de)**

**→ Verkehrsteilnehmer**

**→ Lkw-Fahrer**

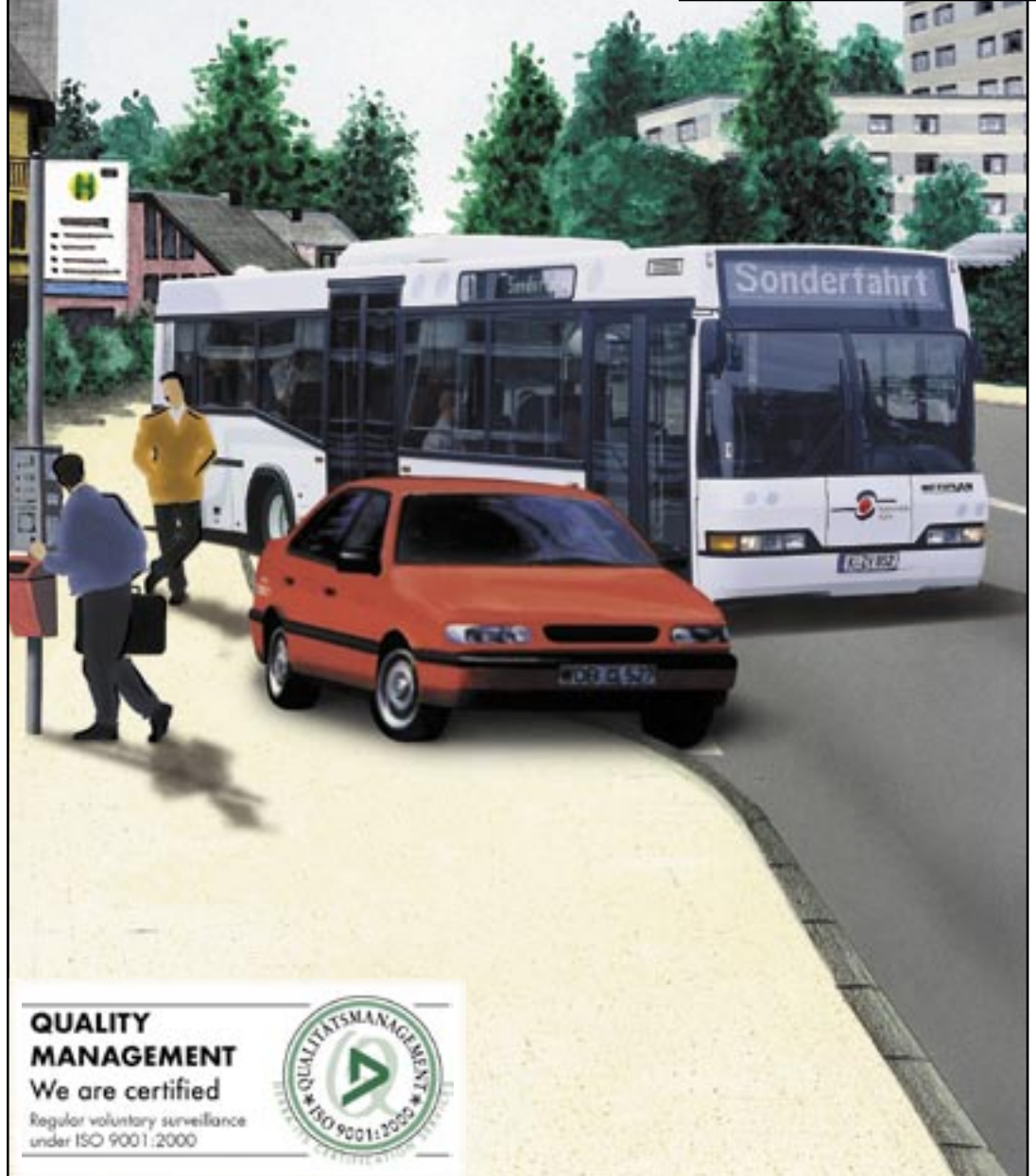
**→ Sicherheitsprogramme**

**→ Sicherheitsprogramm Tankwagen**

# Safety Programme Bus Drivers



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# Bus Drivers Safety Programme

2 p.m. on a Friday afternoon. Once again, inner city traffic is grinding to a halt. Vehicles are standing bumper to bumper, traffic lights are on red. What makes matters worse is the hot weather. Many passengers are impatient and under stress. How can a bus driver stay cool and alert? In the main street a car is parked very close to the bus stop. A quick glance into the side view mirror, signal, and a strong manoeuvre of the steering wheel. That will do. As he is making this manoeuvre, the driver does not notice that the rear of the bus has knocked down a waiting passenger on the pavement.

What has the driver done wrong? How could he have overlooked the pedestrian? What causes situations like this one? And how can they be avoided? Our bus drivers safety programme has the answers.

## Objectives

Drivers on public bus services need to have full control of their vehicles and at the same time they must handle difficult passengers, from time to time. They must work under time pressure on a daily basis and do their job in a focused and faultless manner. The safest bus driver, from the point of view of the passengers, is not one who is a "perfectionist" driver but a driver who will avoid getting into a risky situation right from the beginning. Bus drivers attending the bus drivers programme develop a wider understanding of road



traffic risks, and learn to identify, and avoid, hazardous situations.

## Contents and methods

The bus drivers programme includes practical driving as well as peer discussions under professional guidance. Bus drivers reflect upon situations that can occur any time on their daily rounds of duty. They review their former habits and gain new insights. The practical driving modules focus on braking and steering manoeuvres carried out on a variety of surfaces but also deal with the correct seating position and visibility from the driver's position.

## Peer discussions

In these sessions the trainer ensures that each driver's knowledge and experience is shared. This is how a whole variety of views and perspectives can be discussed. Driver related issues are studied in conjunction with external factors (weather and road conditions) as well as additional specific challenges that typically occur in the field of passenger transport. Coping with



**Hands-on practice gives drivers an instant feel for the consequences of a misjudged traffic situation. This helps build new attitudes and habits.**

stress, fatigue and discontented passengers is an important issue. Even long-standing professional bus drivers will benefit from this safety programme.

## Programme implementation

The one-day public bus driver programme is run by experienced and specially qualified trainers. It is offered nationwide either on fixed test sites or at locations where a mobile unit can be operated. Practical driving sessions are carried out on the customers' own vehicles.

**For further information about the programme providers and their partners, please visit**

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**→ Verkehrsteilnehmer**

**→ Lkw-Fahrer**

**→ Sicherheitsprogramme**

**→ Sicherheitsprogramm Linienbus**

# Safety Programme Coach Drivers



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# Coach Drivers Safety Programme



It's the annual travelling season. At last, all the luggage has been stowed away and all passengers have come on board. Once again the coach is running late even before the trip has begun. Off we go to the motorway! Rain sets in – as if things were not bad enough already. The blowers can hardly keep the windscreen from misting up. Passengers start complaining that they feel cold. Driver briefly looks down to adjust the temperature control. As he looks up again the traffic light ahead is red. Driver slams foot on brake. The coach approaches the crossing at a worrying speed. A car on the right is already beginning to move off. Is the coach going to come to a halt in time?

What causes a situation such as this one? Why is the braking distance so long? How could the driver overlook the traffic light? What can be done to prevent this type of incident? Our coach drivers programme has the answers.

## Objectives

Coach drivers must not only be able to control their vehicle but also stand up to the other challenges of their long journeys. Handling passenger needs is not always easy, and often drivers are working under time

constraints. And yet they must concentrate on their itinerary and do their job in a focused manner, making zero mistakes. The safest coach driver, from the point of view of the passengers, is not one who is a "perfectionist" driver but a driver who will avoid getting into a risky situation right from the beginning. Hence, drivers attending the coach driver programme develop a wider understanding of road traffic risks, and learn to identify, and avoid, hazardous situations.

## Contents and methods

The coach drivers programme includes practical driving as well as peer discussions under professional guidance. Drivers reflect upon driving situations that may



**Hands-on practice gives drivers an instant feel for the consequences of a misjudged traffic situation. This helps build new attitudes and habits.**

occur during their daily journeys. They review their former habits and gain new insights. The practical driving modules focus on braking and steering manoeuvres carried out on a variety of surfaces but also deal with the correct seating position and visibility in the cab.

## Peer discussions

In these sessions the trainer ensures that each driver's knowledge and experience is shared. This is how a whole variety of views and perspectives can be discussed. Driver related issues are studied in conjunction with external factors (weather and road conditions) as well as additional specific challenges that typically occur in passenger transport. Coping with stress, fatigue and discontented passengers is an important issue. Even long-standing professional drivers will benefit from this safety programme.

## Programme implementation

The one-day coach driver programme is run by experienced and specially qualified trainers. It is offered on a nationwide basis, either on one of the stationary facilities or on any company premises or proving ground of the customers' choice. Practical driving sessions are carried out on the customers' own vehicles.

**For further information about the programme providers and their partners, please visit**

**[www.dvr.de](http://www.dvr.de)**

**→ Verkehrsteilnehmer**

**→ Lkw-Fahrer**

**→ Sicherheitsprogramme**

**→ Sicherheitsprogramm Reisebus**

# Safety Programme Emergency Vehicles



DVR and its members – Your partners for more safety



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# Emergency Vehicles Safety Programme

On his way out the fire engine driver learns that a number of children are still left in the apartment on fire. With his siren on and lights flashing, he rushes towards a junction. The traffic light is red. Vehicles immediately ahead of him pull over to one side. As he enters the junction, a motorcyclist appears from nowhere. How could he have overlooked him? He slams his foot on the brake, hoping for the best.

How come the driver overlooked the motorcyclist? What causes these and similar situations? And what can be done to avoid them? Our emergency vehicle safety programme has the answers.

## Objectives

Emergencies require a quick response. Yet the need for safety must not be neglected. Even the most experienced emergency vehicle drivers will not turn into cold robots when duty calls. Especially when a mission involves a difficult-to-handle situation, keeping your cool can be difficult. A competent and safe driver is one who avoids getting into a risky situation right from the beginning. Drivers attending this safety programme learn to identify and avoid a hazard in advance. The programme is not a car control course that teaches drivers fancy tricks for tough situations. Instead, by taking part in the discussions and practical training units, they realise how unpredictably a risky situation

can occur, and how little chance there is in live traffic to stay in full control.

## Contents and methods

The emergency vehicle safety programme includes practical driving as well as peer discussions under professional guidance. Drivers reflect upon driving

situations that can occur during their emergency operations. They review their former habits and gain new insights. The practical driving modules focus on braking and steering manoeuvres carried out on a variety of surfaces but also deal with the correct seating position and visibility in the driver's cab.



**Out on the test track, drivers experience situations in which vehicle control becomes impossible. This is how they get first-hand experience of the consequences resulting from misjudged traffic situations. Back in the meeting room they discuss new attitudes and habits.**

## Peer discussions

In these sessions the trainer ensures that each driver's knowledge and experience is shared. This is how a whole variety of views and perspectives can be discussed. Driver related issues are studied in conjunction with external factors (weather and road conditions) as well as additional specific challenges that typically occur in emergency operations. Even long-standing professional drivers will benefit from this safety programme.

## Programme implementation

The one-day emergency vehicle driver programme is run by experienced and specially qualified trainers. Practical driving sessions are carried out on the emergency service's own vehicles.

**For further information about the programme providers and their partners, please visit [www.dvr.de](http://www.dvr.de)**

**→ Verkehrsteilnehmer**

**→ Lkw-Fahrer**

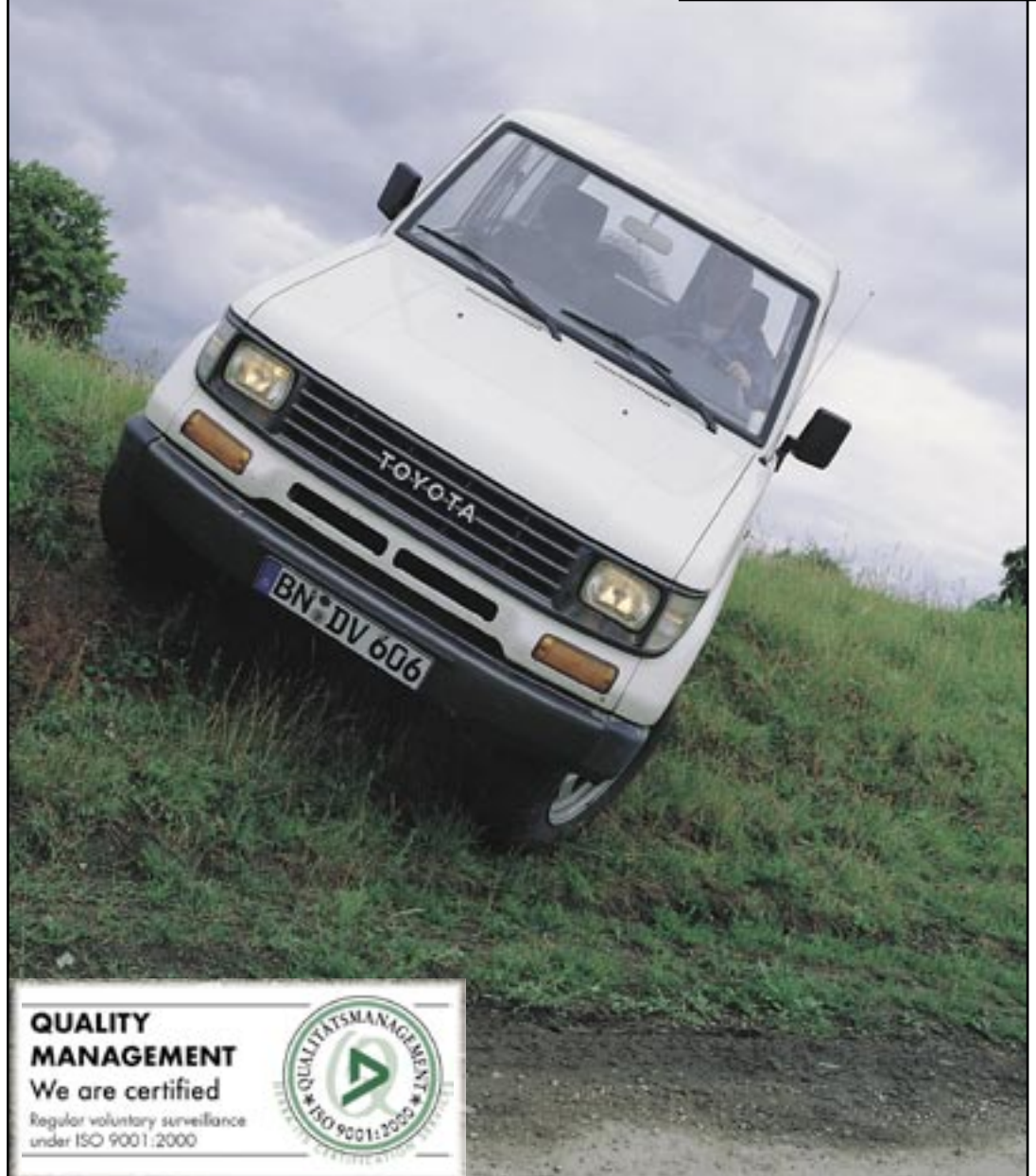
**→ Sicherheitsprogramme**

**→ Sicherheitsprogramm Einsatzfahrzeuge**

# Safety Programme **Off-Road**



DVR and its members – Your partners for more safety



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# Off-Road Safety Programme

An open-cast lignite mine. An engineer is on his way to repair one of the paddle wheel dredgers. He has driven this off-road vehicle on earlier occasions. But he does not know it really well. Every minute the dredger is idle costs money. This is why the driver is pressed for time. He steps on the accelerator, and takes a short cut down the side of a hill. The car overturns.

What causes these situations? What can be done to drive safely in an off-road vehicle even if the weather and soil conditions are a challenge? Our off-road safety programme has the answers.

## Objectives

Many people in mining, civil engineering, agriculture and forestry occasionally use four-wheel drive vehicles. Often they have not had any specific training, and all the experience they have is that of driving regular cars on ordinary paved roads. At the off-road safety programme, drivers can try out their vehicles away from solid asphalt with a professional instructor on board. They learn to "read" their terrain, assess its level of difficulty, and avoid driving errors.

Even off-road vehicles have their limits. These are defined, for one, by the terrain and its driving physics, and on the other hand by the driver's skills and fitness. Drivers on this safety programme learn that dangerous situations can occur sooner than one would imagine and are more than tricky to manage in difficult terrain.

## Content and methods

The off-road safety programme offers individual experience as well as peer discussions under professional guidance. The major part of the course consists of practicable training units in open terrain in the driver's own vehicle. Instructor input focuses on picking the right moment to switch into four-wheel mode and low-range gearing. Drivers practise how to go at the right speed without losing traction, and how to manage the engine revs. The inevitable bit of classroom work is also offered, which helps drivers understand the vehicle's behaviour in rough terrain.

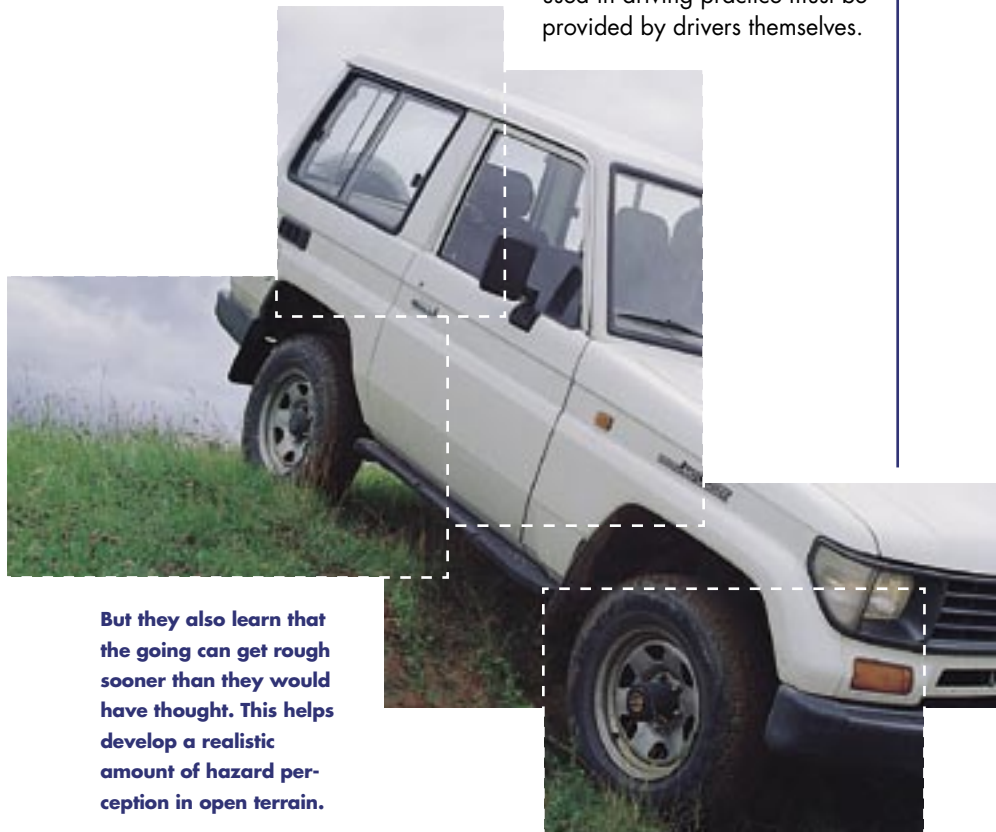
**In the practical parts of the programme, drivers find out how to make efficient use of their vehicle technology.**

## Peer discussions

In these sessions the trainer ensures that each driver's knowledge and experience is shared. This is how a whole variety of views and perspectives can be discussed. Driver related issues are studied in conjunction with factors related to the vehicle and the terrain. Even long-standing drivers will benefit from the off-road safety programme.

## Programme implementation

The one-day programme for off-road vehicle users is delivered by experienced and specially trained instructors. It is offered on a nation-wide basis. Vehicles used in driving practice must be provided by drivers themselves.



**But they also learn that the going can get rough sooner than they would have thought. This helps develop a realistic amount of hazard perception in open terrain.**

**For further information about the programme providers and their partners, please visit**

**[www.dvr.de](http://www.dvr.de)**

**→ Verkehrsteilnehmer**

**→ Lkw-Fahrer**

**→ Sicherheitsprogramme**

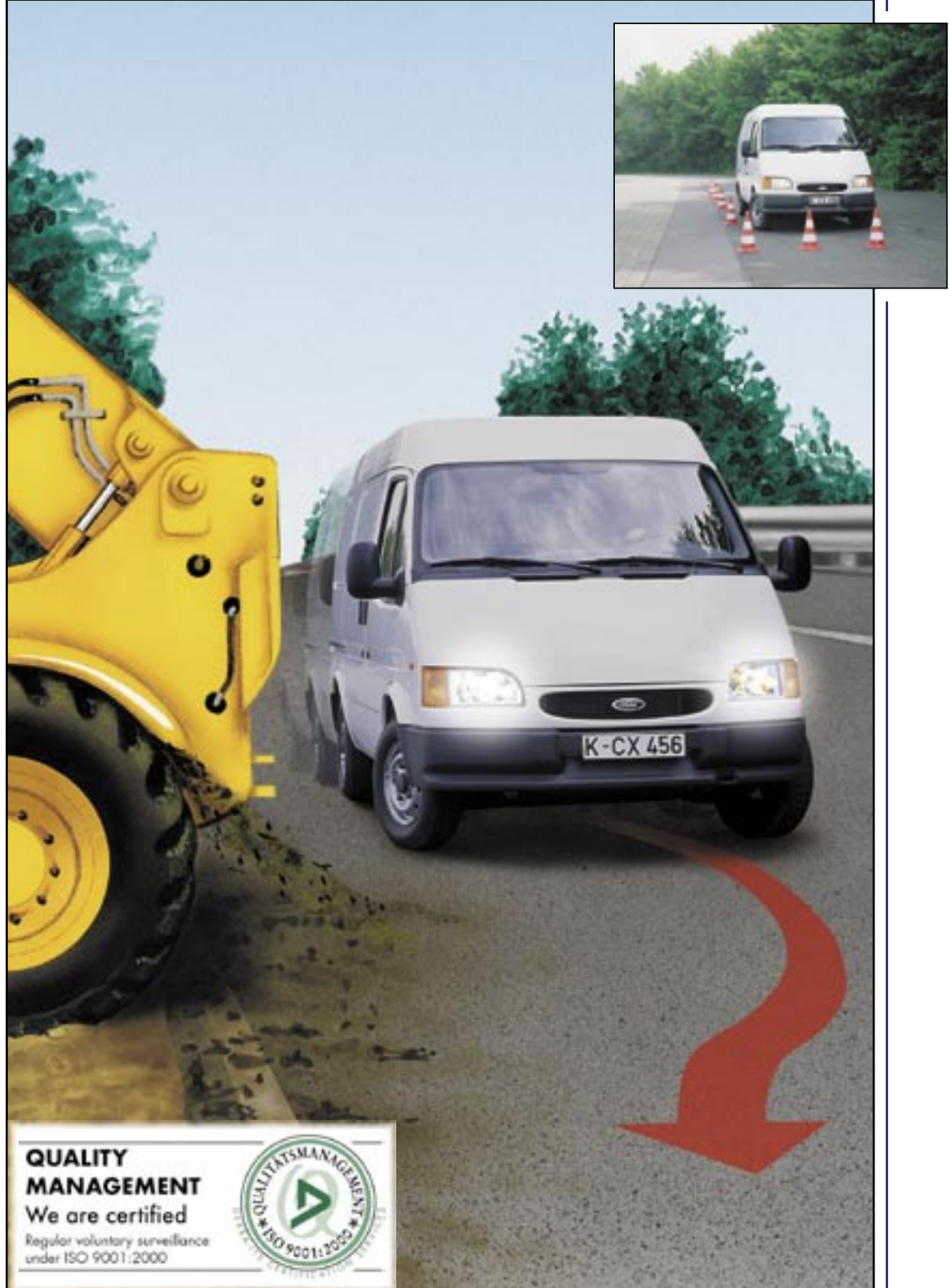
**→ Sicherheitsprogramm Geländewagen**

# Safety Programme

## Light Goods Vehicles



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# Light Goods Vehicles Safety Programme

Monday morning, 5.30 a.m. Three engineers are in a hurry loading tools and supplies on to the back of their van to get started. Motorway traffic is busier than expected despite the early hour. Held up in a tailback near a road construction site they lose valuable time. What will the customer say if they are late? Now for that last leg on the country road and they will finally reach their destination. The driver does not see the wheel loader backing out on to the road until the very last second. He jerks the steering wheel around and just about manages to pull over to the left. But as he tries to steer back into his lane he loses control of the vehicle.

How should the driver have reacted? What other option would he have had? What causes these situations, and what can be done to prevent them? Our LGV safety programme has the answers.

## Objectives

Many drivers who switch from a passenger car to a van are not familiar with the van's road behaviour. They have little knowledge about how their load and axle load distribution will affect their vehicle's safety. A competent and safe driver is one who avoids getting into a risky situation right from the beginning. Drivers attending a DVR safety programme learn to identify and avoid a hazard in advance. The programme is not a car control course that teaches drivers fancy tricks for tough situations. Instead, by



taking part in the discussions and practical training units, they realise how unpredictably a risky situation can occur, and how little chance there is in real traffic to stay in full control.

## Contents and methods

The LGV safety programme includes practical driving as well as peer discussions under professional guidance. Drivers reflect upon driving situations that can occur during their daily trips. They review their former habits and gain new insights. The practical driving modules focus on braking and steering manoeuvres carried out on a variety of surfaces but also deal with the correct seating position and steering in confined spaces.

## Peer discussions

In these sessions the trainer ensures that each driver's knowledge and experience is shared. This is how a whole variety of

**In the practical part of the programme, drivers experience situations in which vehicle control becomes impossible. This is how they get first-hand experience of the consequences resulting from misjudged traffic situations. This helps build new attitudes and habits.**

views and perspectives can be discussed. Driver related issues are studied in conjunction with external factors (weather and road conditions) as well as additional specific challenges that typically occur in the use of light goods vehicles. Drivers are also informed about regulatory requirements and load restraint issues. Even long-standing professional drivers will benefit from this safety programme.

## Programme implementation

The one-day LGV driver programme is run by experienced and specially qualified trainers. It is offered nationwide either on fixed test sites or at locations where a mobile unit can be operated. Practical driving sessions are carried out on the customers' own vehicles.

**For further information about the programme providers and their partners, please visit**

**[www.dvr.de](http://www.dvr.de)**

**→ Verkehrsteilnehmer**

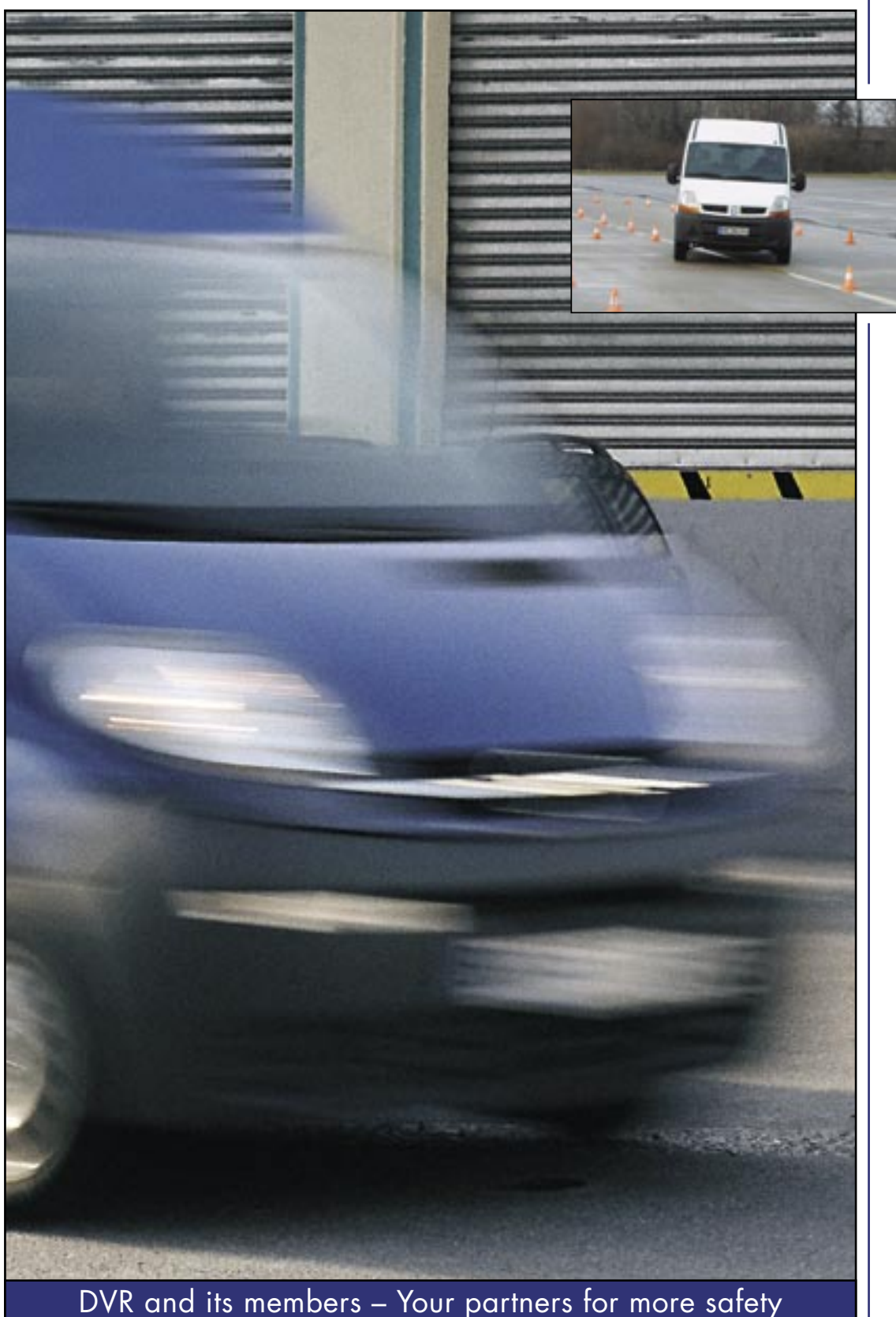
**→ Lkw-Fahrer**

**→ Sicherheitsprogramme**

**→ Sicherheitsprogramm Transporter**

# Driver Qualification Programme

## **LGV**



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# Driver Qualification Programme – LGV

It has been one of those days. Lots of customers to serve and lots of stress to endure. Towards the end of his long shift, the driver steers his van out of town and on to the motorway. There is just this last consignment to be delivered, and that, finally, will be it. His back aches, his eyes itch. It happens in a narrow bend: There, what's that coming out of that driveway! The van becomes unstable, starts to swerve, and finally overturns.

What causes these situations? In what way do stress and fatigue affect safe driving? And what role do load distribution and load restraint play when it comes to avoiding risky situations? Our LGV driver qualification programme has the answers.

## Objectives

The LGV driver qualification programme is meant for van drivers in the courier, parcel delivery and forwarding business but also for van or pickup drivers in general. Against the backdrop of an ever increasing traffic density on the roads and increasing workloads, driver qualification becomes an important requirement. The programme delivers knowledge and skills that improve each driver's capability to manage the strain of daily traffic and avoid hazardous situations. Drivers learn about the necessity, and various methods, of securing their loads, and they test the road behaviour of their vehicle in a variety of situations and conditions.



## Contents and methods

The LGV driver qualification programme is a two-day seminar comprising practical driving and discussions under professional guidance. Drivers work on all of the following items:

- ▶ Managing a big workload
- ▶ Stress
- ▶ Fatigue
- ▶ Social conduct under highway code requirements
- ▶ Load restraint
- ▶ Practical driving exercises

## Practice-driven coursework

When working through the above issues, trainers use the drivers' personal experience as a point of departure. Discussions concentrate on everyday job-related problems and challenges, everyone's views are shared. Based on case studies and practical driving modules, the course

During the practical driving sessions drivers realize how little scope there is in which to deal with risky situations, and how much better it is not to enter into a situation in the first place.



is delivered in a down-to-earth way. Driving practice modules allow drivers to work on road situations that can occur any day. They review former habits and receive valuable advice and guidance that can be used immediately. Confined-space manoeuvring, and braking/steering exercises are an essential part of the course.

## Programme implementation

The LGV driver qualification programme is run by experienced and specially qualified trainers. The two days may be attended as a single package or split up in two one-day courses.

For further information about the programme providers and their partners, please visit [www.dvr.de](http://www.dvr.de)

→ Betriebe und Berufsgenossenschaften

→ Seminare

→ Fahrer-Qualifizierungsprogramm  
Transporter

# Safety Programme

## Safe Loading



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# Safe Loading Safety Programme

Gently, the forklift vehicle places a pallet on the truck's loading space. There is a customer out there who is desperately waiting for his spare parts. He depends on them for a repair job he is doing, and he is under pressure and there's a deadline to meet. Is it really all that important for the driver to bother with all those load binders and ratchet straps? Time is money. After all, the customer is only a few kilometres away. There isn't much of a risk. And he will drive carefully. However – the bend at the entrance to the customer's premises turns out to be a little narrower than expected. The driver gives the steering wheel another turn, and the load in the back begins to shift.

According to an estimate by the transport insurances affiliated to the Association of German Insurers (GDV), more than 2,300 accidents involving trucks every year are caused by poorly secured or unsecured loads. Many random police checks have confirmed this estimate: Almost 70 per cent of trucks on German motorways run with little or no load restraint in place.

Concrete components weighing several tonnes each, paper bales and steel girders often sit on loading spaces without anything to hold them in place, although the forces of acceleration that act on any load during braking and steering are enormous. Even at the speed allowed in urban areas, braking or sudden steering movements to avoid an obstacle can cause objects to slide, damaging the vehicle and putting other road users at great risk.

How come so many truck drivers are on the roads with a poorly secured or unsecured cargo on board? The reason is not always time pressure or sheer laziness. Often there is a lack of knowledge. This is where the safe loading programme comes in.

## Objectives

The safe loading programme is focused on drivers and other company staff that have transport responsibilities, such as expeditors, dispatch workers or fleet supervisors. The programme makes drivers understand the importance of load restraint. They come to understand the



extent of their own responsibility for the safe transport of their cargo, and learn to identify and carry out all the measures required to secure it.

## Content and methods

The safe loading programme covers the following items:

- ▶ rules and responsibilities
- ▶ basic physics of load securing
- ▶ risk of tilting, vertical instability as a result of incorrect loading
- ▶ vehicle fit for the purpose
- ▶ load distribution
- ▶ load restraint tackle and equipment



Drivers learn the correct use of load restraint and adapt what they have learnt to the requirements of their own workplace responsibilities. Live, hands-on demonstrations of load securing are offered on a real truck for drivers to practice.

## Programme implementation

The programme is available in two versions:

- ▶ a single-company, customised programme (one-day or two-day course), and
- ▶ a multi-company, regional programme (two-day course)

Courses are delivered by specially qualified and certified trainers.

**Based on live demonstrations, drivers learn how little force it takes to cause an object to move. This illustrates the importance of safe load restraint systems and builds people's load restraint awareness at their place of work.**

**For further information about the programme providers and their partners, please visit**

**[www.dvr.de](http://www.dvr.de)**

**→ Verkehrsteilnehmer**

**→ Lkw-Fahrer**

**→ Ladungssicherung**

# Eco-Safe Driving

Safe, economical, and environmentally friendly



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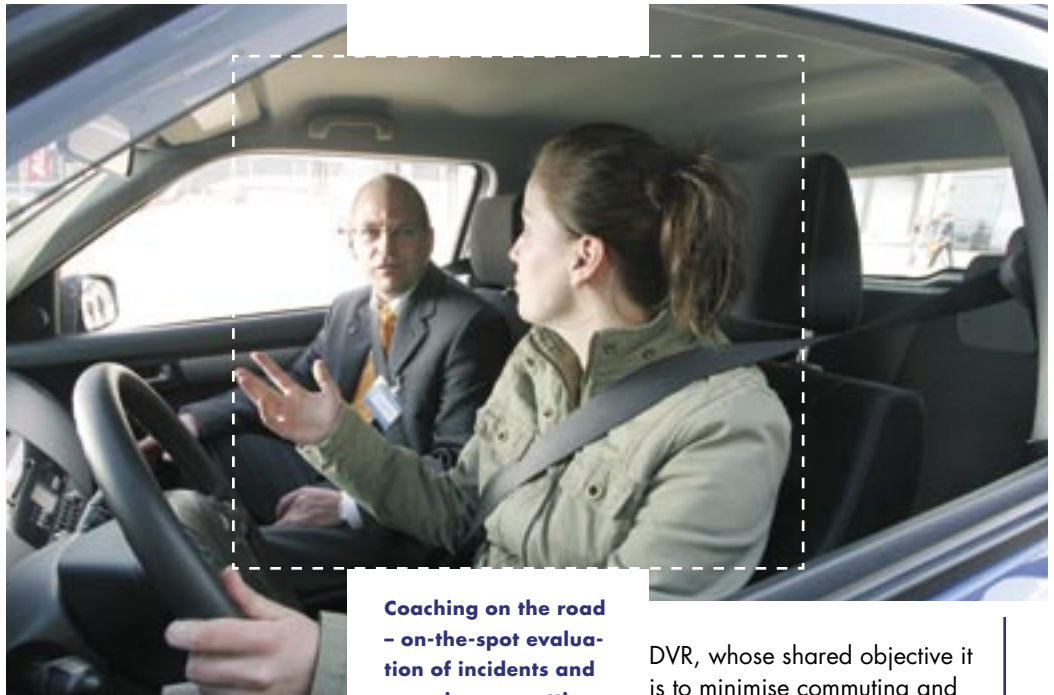
# Eco-Safe Driving Safe, economical, and environmentally friendly

A perfectly ordinary working day behind the wheel. Hassle, nerves and time pressure. The hurry leads to hasty driving: high revs, frequent heavy braking combined with sharp acceleration, frequent overtaking and lane switching. A perfectly ordinary working day behind the wheel? There is an alternative. The eco-safe driving course is a programme for men and women driving cars up to 3.5 tonnes gross vehicle weight. Courses take place in live road traffic. Drivers are shown advanced driving techniques that, besides being safe, make immediate business sense:

- ▶ Under the guidance of a professional instructor, they learn how, on their way to work or on business trips, they will get the most out of their car while at the same time causing less vehicle damage and avoiding accidents.
- ▶ Drivers practise keeping a safe distance and handling daily traffic situations calmly and with foresight.
- ▶ They learn simple and clever ways of using less fuel and thus saving cost.
- ▶ They learn to go easy on transmission, tyres and brakes.
- ▶ By applying these new techniques they will cause significantly less pollution.

## The training programme is based on seven good habits:

- ▶ Keep your cool
- ▶ Create time for decisions – stay on top of the situation
- ▶ Always ensure correct tyre pressure



**Coaching on the road – on-the-spot evaluation of incidents and experiences, putting new strategies into practice immediately – learning in “live” situations**

- ▶ Travel and change gears at low engine speeds
- ▶ Take advantage of vehicle’s own momentum
- ▶ Switch off engine wherever it makes sense
- ▶ Do away with any unnecessary weight

Courses provide a combination of some theory and plenty of practice. They are available as half-day workshops for three employees, full-day courses for six people, or as individual on-the-job coaching modules, depending on the company’s needs.

The courses are delivered by certified driving instructors on a nationwide scale.

The programme is a service offered to companies by German work accident insurances (Berufsgenossenschaften) and

DVR, whose shared objective it is to minimise commuting and at-work road accidents. The courses are mainly intended for drivers of company cars and service vehicles. They are carried out on company premises and can be customised to fit into any company’s working hour schedule.

Course fees per driver are 51 Euros plus VAT. Some insurance schemes are willing to refund all or part of the cost.

Studies have shown that the long-term outcome of the programme after eleven months has been a drop in third-party claims by more than 34 per cent, a more than 21 per cent reduction of own-vehicle damage, and a more than 6 per cent average saving on fleet fuel, as well as a more at-ease driver workforce thanks to less stress behind the wheel.

**For further information about the programme providers and their partners, please visit [www.fahrsparttraining.de](http://www.fahrsparttraining.de)**

