

OAMPS

HAZARDOUS INDUSTRIES



Big data, telematics and the impact on drivers–

The double edged
sword of big data

Most vehicle fleet operators acknowledge that the information derived from telematics can be enormously useful in helping shape their vehicular risk management strategy, but if the information produced is not acted upon effectively, there can be serious consequences for the public, the business and its management team.

Despite evidence drawing attention to sub-standard driver performance, follow-up letters, additional driver training and a missed internal meeting to review driver performance, Midland Red (South), which is part of Stagecoach, continued to allow Kailish Chander to drive company vehicles, with fatal consequences.

The company admitted breaching health and safety standards and was sentenced alongside its driver, Kailish Chander. After a two-day hearing at Birmingham Crown Court in November 2018, the company was fined £2.3M.

This information is not intended to constitute any form of opinion and recipients should not infer any opinion from its content. Recipients should not rely exclusively on the information contained in the bulletin and should make decisions based on a full consideration of all available information. If you have any concerns at all about property maintenance, you should seek advice from a trusted local tradesman.

We make no warranties, express or implied, as to the accuracy, reliability or correctness of the information provided. We and our officers, employees or agents shall not be responsible for any loss whatsoever arising from the recipient's reliance upon any information we provide and exclude liability for the statistical content to fullest extent permitted by law.

OAMPS is part of Pen Underwriting Limited which is authorised and regulated by the Financial Conduct Authority (FCA number 314493).
Registered Office: The Walbrook Building, 25 Walbrook, London EC4N 5AW. Registered in England and Wales. Company Number: 5172311.

Big data, telematics and the impact on drivers-

The double edged sword of big data

Mr Chander had received 8 letters regarding his driving which had been flagged by the company's telematics systems, had attended driver training and subsequently failed to attend a meeting which was scheduled to discuss the performance issues. He had also been involved in 4 previous incidents prior to the accident on 3rd October 2015, which resulted in the death of two people who were in the supermarket that Mr Chander drove into, having mistaken the accelerator for the brake pedal.

The failure to prevent Mr Chander from driving resulted from errors at an operational level in driver supervision, which demonstrates the importance of robust management throughout the business.

Corporate manslaughter legislation also means that directors and senior members of company management teams can be held personally liable for the consequences of failing to act on the "near miss" data that clearly shows performance issues.

It's therefore important on a number of levels that telematics output is understood by the people interpreting the data, that the results are used to drive the company's strategy around managing the risks associated with its vehicle fleet and that robust adherence to the driver management policy is enforced - even with the shortage of HGV drivers, having just one incident like this could put your company out of business and land you in jail.

Source: <https://www.fleetnews.co.uk/news/fleet-industry-news/2018/11/28/company-fined-23m-after-failure-to-act-on-telematics-warnings-led-to-fatal-collision>

OAMPS

HAZARDOUS INDUSTRIES

www.oamps.co.uk

