

# Fleet Risk Management Review

---

Site / Development: Distribution Park, Road, Village , County, Postcode

Client Name :Investments Ltd

Survey Date: 13 Sep 2021



## Details

---

<b>Client name:</b>	Investments Ltd
<b>Risk Address:</b>	Distribution Park, Road, Village, County, Postcode
<b>Policy Number:</b>	000x0000000
<b>Survey Date:</b>	13 Sep 2021
<b>Report Date:</b>	15 Sep 2021
<b>Cardinus Reference:</b>	INS-000-00000000
<b>Instruction / Details:</b>	Renewal
<b>Surveyor</b>	Surveyor Name

### Onsite Contacts

1. Transport Manager, Warehouse Ltd, email, Phone number

### About this report

---

This Fleet Risk Management Review has been prepared for underwriting purposes and to assist in loss control activities. It is based on a review with the policyholder in regard to their occupational road risk programme in place together with a visual inspection of the location and vehicle activities at the risk address noted above. No responsibility can be assumed for the discovery or elimination of hazards which could possible cause loss, damage or accident, neither is this report the certification of the adequacy or proper functioning of any vehicle owned or operated by the policyholder.

This report is based on conditions observed and information made available at the time of the survey and does not imply compliance or otherwise with statutory or local regulatory requirements or that there are no other risks or hazards.

Much of the information was provided by the client and has been taken in good faith and it is possible that personnel, equipment, working practices and processes may have subsequently changed.

Compliance with any Risk Improvements in no way guarentees the fulfillment of any obligations which may be required by statute, national or local laws or regulations. No responsibility can be accepted for any unauthorised amendments or alterations to this report.

## Contents

- > Summary
- > Risk Improvement Programme
- > Survey Detail

# Summary

## Risk Profile

Category name	Original Risk	→	Potential Rating
Occupation	0	→	0
Company policy	5	→	1
Vehicles	5	→	4
Driver Information	7	→	5
Journey Planning	3	→	3
Premises	5	→	5
Parking	5	→	5
Training	6	→	3
Accident Management	7	→	3
Telematics and Camera Data	7	→	1
Management Involvement	0	→	0
Confidential	0	→	0
Photographs	0	→	0
<b>All</b>	<b>7</b>	<b>→</b>	<b>5</b>

Warehouse Ltd is a warehouse storage and contracts logistics business and it was acquired by Investments in 2019. Warehouse Ltd handles storage and distribution for a wide range of clients in various sectors including technology retail automotive pharmaceutical chemical e-fulfillment and more. Warehouse Ltd is based at 3 sites as well as working out of other sites. Today I visited where John Doe, Transport Manager is based and where 20 trucks are allocated. In all there are 8 satellite sites where trucks are based which are customer sites. John Doe has only recently taken on the role of Transport Manager after the previous manager and another employee left. What are Warehouse Ltd doing well? All driving licences are checked when a driver joins and then every 6 months. All trucks have trackers/telematics.

## Previous Losses

There have been no losses advised at this location.

## Risk Improvement Programme

Any recommendations for risk improvement emanating from this assessment are contained in a separate 'Risk Improvement Programme' report, which should be read in conjunction with this assessment.

Completion of risk improvements can be updated within Cardinus' INDIGO software platform. The INDIGO software will evidence levels of compliance through actions taken and reflect these actions within updated assessment reports that can be made available to relevant stakeholders.

Ref	Task Subject	Type	Priority	Required By Date
2021-13734	Driver Handbook	Recommended	Medium	Not Applicable
2021-13733	Drugs & Alcohol policy and monitoring	Recommended	Medium	Not Applicable
2021-13743	Dash cam	Recommended	Medium	Not Applicable
2021-13742	Pool vehicles - record who has driven and when.	Recommended	Medium	Not Applicable
2021-13736	Assess the ability of all new drivers before use	Recommended	Medium	Not Applicable
2021-13744	Driver Eyesight and Health Checks	Recommended	Medium	Not Applicable
2021-13738	Assess the ability and attitude of all drivers	Recommended	Medium	Not Applicable
2021-13740	Conduct post-incident reviews to help learning	Recommended	Medium	Not Applicable
2021-13741	Make efficient use of Telematics data	Recommended	Medium	Not Applicable

### Notes for Underwriters

No notes added.

### Suggested Resurvey Frequency

# Survey Details

	Original rating	Potential rating
<b>Occupation</b>	0	0
<b>What is the company background?</b>	0	0
See details below		
<b>Details:</b> Please refer to the Executive Summary Text.		
<b>Company policy</b>	5	1
<b>Does the company have an established Health and Safety policy document relating specifically to driving?</b>	1	1
Yes		
<b>Details:</b> The Health and Safety policy relating to driving is spread out over a series of Toolbox talks which are online in the Portal. Drivers must cover all of these Toolbox talks in the half day induction when they join the company. There is also online induction training which includes what is expected of drivers and flow charts such as for the required vehicle checks. At the end of the induction drivers must sign to state that they have been through all the Toolbox talks and other relevant information.		
John Doe realised that it can be difficult to find some of the relevant information and that it would make sense to have a Driver Handbook with all the necessary information policies and responsibilities in one place. This could then be signed for by each driver and include a Health Declaration.		
<b>Does this policy set out individual and management responsibilities?</b>	1	1
Yes		
<b>Details:</b> Individual responsibilities are set out in the policy but not management responsibilities.		
<b>Does this policy cover specific expectations on use of mobile phones?</b>	1	1
Yes		
<b>Details:</b> This is spread across the 2 lots of information and gives varying information. The Toolbox talks states to only use the phone whilst parked up with engine off. The other just gives the legal requirements.		
<b>Does this policy cover accident procedures including prompt collision reporting?</b>	1	1
Yes		
<b>Details:</b> The word 'immediately' needs adding so that the drivers know that they must notify the office straight away.		
<b>Does this policy cover driving in poor weather conditions?</b>	1	1
Yes		
<b>Does this policy cover risks through tiredness?</b>	1	1
Yes		
<b>Does this policy cover the need for driving safely, compliance with all laws and speed limits at all time?</b>	1	1
Yes		
<b>Does this policy cover the use of alcohol and drugs including prescription remedies?</b>	1	1
Yes		
<b>Is there a policy in place for regular and/or random alcohol and drugs screening?</b>	5	0
No		
<a href="#">T# 2021-13733 Drugs &amp; Alcohol policy and monitoring</a>		

**Is there evidence of alcohol and/or drug screening being used?** 0 0

No

**Is the policy document circulated to all management?** 0 0

No

**Details:** There is no management for it to be circulated to.

**Is there a Driver's Handbook setting out individual driver responsibilities and information on Safe Driving standards?** 0 0

No Driver's handbook in existence

**Details:** Please refer to the information added under the Health and Safety policy at the top of the page.

[T# 2021-13734 Driver Handbook](#)

	Original rating	Potential rating
<b>Vehicles</b>	<b>5</b>	<b>4</b>
<b>How many vehicles in total does the company operate?</b>	0	0
51		
<b>Are all of these vehicles insured on this insurance policy?</b>	0	0
Yes		
<b>Where are the vehicles based?</b>	0	0
From the various sites		
<b>What type of vehicles does the company operate?</b>	0	0
Combination of vehicles (describe)		
<b>Details:</b> First site has 10 vehicles - 5 x Class 1 4 x Class 2 1 x 7.5t. Second site has 3 vehicles - 3 x Class 1. Third site has 22 vehicles - 18 x Class 2 and 4 x 7.5t. Fourth site has 2 vehicles - 2 x Class 2. Fifth site has 7 vehicles - 5 x Class 1 1 x Transit Van 1 x Nissan Navarra. Sixth site has 2 vehicles - 2 x Class 2. Seventh site has 4 vehicles - 4 x Class 2. Finally, the eight site has 1 x 7.5t.		
<b>Does the company operate any trailers?</b>	0	0
Yes		
<b>Details:</b> There are 22 trailers.		
<b>Where are the company vehicles kept overnight?</b>	0	0
In a locked compound		
<b>Details:</b> Vehicles are kept at the various 8 sites. Only occasionally will a Class 1 be kept out overnight.		
<b>Where are keys to vehicles kept?</b>	4	4
In the office		
<b>Details:</b> The keys are kept on site with the customer. John Doe is unsure if they are locked away but he is happy that they are stored safely.		
<b>In respect of lorries and vans, does the company have a policy to ensure maximum weights are not exceeded?</b>	3	3
Yes		
<b>Details:</b> Each customer gives the driver a delivery document with the weight of the goods for delivery.		
<b>Does the company have any pool vehicles?</b>	4	4
Yes		
<b>How does company identify and record who has driven pool vehicles, and when? (For speed cameras etc)</b>	4	0
Register or log of users		

**Details:** On the system there is a vehicle rota for each run which includes the driver names. Smart Analysis is also used which allows Warehouse Ltd to check via the tachograph information which vehicle each driver has driven. This is then cross-checked with the vehicle rota. However there is no vehicle log for either the Transit van or the Nissan Navarra.

[T# 2021-13742 Pool vehicles - record who has driven and when.](#)

**What are the criteria for vehicle renewals/replacements?** 0 0

**Details:** Apart from 2 vehicles which are owned all the vehicles are on fixed leases of either 3 or 5 years. Any new leases need to be signed off by the board. However at the moment there is at least an 18 month waiting list/backlog for new trucks so leases often have to be extended.

**Are vehicles purchased, leased or mixture?** 0 0

Leased

**Details:** All but 2 vehicles are leased.

**Are privately owned vehicles used on business on allowance?** 4 4

Yes

**Details:** The only 2 vehicles used on business allowance are John Doe's which has business use already and John Doe. Following our conversation John is now aware that he needs to add business use to his insurance which will be included on expenses. All other drivers would use a company vehicle to go between sites as and when needed and would not use their own vehicle.

**Who services the company vehicles?** 3 3

Main dealer

**When are vehicles serviced?** 3 3

Manufacturer's recommended intervals

**Details:** Warehouse Ltd use a system which is a Fleet Maintenance Check System. This holds all the information on the trucks including drivers and defects as well as servicing and MOT's. Vehicles are serviced either 6 weekly or 12 weekly depending on the vehicle. The trailers are serviced every 12 weeks.

**Is there a documented requirement for vehicles to be checked by drivers prior to use?** 3 3

Yes

**Details:** There are daily walk around checks which are documented

**Goods Vehicles - Are random checks conducted to ensure that drivers actually conduct pre-use vehicle checks?** 0 0

No

**Details:** John Doe is looking to implement random checks which would be every 6 months and would also include eyesight and health checks.

**Do drivers have hands-free phone systems?** 4 4

Some

**Are there any restrictions on mobile phone use?** 3 3

No mobile phone use is permitted whilst driving, including handsfree

**Do vehicles have electronic driver behaviour monitoring systems?** 3 3

Yes

**Do vehicles have tracking systems fitted?** 3 3

All vehicles

**Are dash cameras fitted?** 5 0

Some vehicles

**Details:** Dash cams are only fitted where required by the customer or where they come with a dashcam fitted when new.

[T# 2021-13743 Dash cam](#)



Driver Information	7	5	Potential
<p><b>What is your total number of drivers - including occasional drivers?</b></p> <p>32</p> <p><b>Details:</b> There are 7 drivers at Park 9 at District 2 at City 2 at Town 3 at Town 5 at Town and 4 at City.</p>	0	0	
<p><b>What is the approximate percentage of driver turnover annually?</b></p> <p>20</p> <p><b>Details:</b> Warehouse Ltd have lost 20% of their drivers in the last 6/8 months and they have not been replaced.</p>	0	0	
<p><b>Where are drivers based?</b></p> <p>From the various sites.</p>	0	0	
<p><b>Are any pre-employment checks carried out?</b></p> <p>Yes</p> <p><b>Details:</b> John Doe interviews the driver and the paperwork is fed back to HR. He is unsure if this is then checked.</p>	3	3	
<p><b>Are references taken up?</b></p> <p>No</p>	0	0	
<p><b>What is the minimum level of experience required?</b></p> <p><b>Details:</b> There is no minimum level of experience required or age restriction as implemented recently. However, John Doe will not accept a driver if they have not been driving for the previous 3 months whether as a new or experienced driver and with an agency or another business.</p>	0	0	
<p><b>Do drivers undertake a pre-employment driving assessment in the type of vehicle that they will be driving?</b></p> <p>Never</p> <p><b>Details:</b> A new driver will go out with an allocated driver for the day where the driving will be split 50/50. The new driver will have their driving checked but there is no formal assessment.</p> <p><a href="#">T# 2021-13736 Assess the ability of all new drivers before use</a></p>	7	0	
<p><b>If drivers are expected to tow trailers, are they assessed whilst towing trailers? Are record sheets available?</b></p> <p>No</p> <p><b>Details:</b> The risk improvement is covered in the above 'Assess the ability of all new drivers before use'.</p>	0	0	
<p><b>When and how does the company check its drivers' driving licences?</b></p> <p>Online check via DVLA</p>	3	3	
<p><b>How often are licences checked after the initial check?</b></p> <p>Regular re-checks made</p> <p><b>Details:</b> Licences are checked every 6 months.</p>	3	3	
<p><b>What are the maximum number of points permitted?</b></p> <p><b>Details:</b> 9 points is the maximum. However, this would be dependent on what the points are for eg 3 x 3 points for speed offences or more points for a certain infringement.</p>	0	0	
<p><b>How are licences for temporary staff (e.g., contractors and agency staff) checked?</b></p> <p>Online</p>	0	0	
<p><b>Do any non-UK driving licence holders drive on company business?</b></p> <p>No</p>	3	3	

Original  
rating



<b>Are there company requirements for non-UK licence holders?</b>	<b>0</b>	<b>0</b>
Not applicable		
<i>Details:</i> However, it should be a requirement for a non-UK licence to be changed to a UK licence so that it can be easily checked if and when this becomes necessary.		
<b>Does the company check that vocational licence holders have not only a current valid licence but also Driver Qualification Card for Driver CPC?</b>	<b>3</b>	<b>3</b>
Yes		
<b>Are drivers required to undertake an eyesight test?</b>	<b>7</b>	<b>0</b>
Never		
<u>T# 2021-13744 Driver Eyesight and Health Checks</u>		
<b>Are employees required to undergo a medical or to sign a health declaration?</b>	<b>0</b>	<b>0</b>
Only mandatory medicals for LGV drivers are required		
<i>Details:</i> An eyesight test every 6 months is stated in the Toolbox talks but this is not carried out. There are no medicals other than the mandatory medicals for 45 years onwards and there is no health declaration. John Doe would like to carry out an eyesight test with the planned 6 monthly random vehicle checks. A health declaration could be added to the Driver Handbook if/when it is developed.		
<b>Are employees subject to regular or random screening for drugs and alcohol?</b>	<b>0</b>	<b>0</b>
No		
<i>Details:</i> This has been covered previously.		
<b>Are spouses and/or dependants allowed to drive company vehicles?</b>	<b>0</b>	<b>0</b>
No		
<b>Are spouses/dependents driving licences checked prior to being allowed to drive company vehicles?</b>	<b>0</b>	<b>0</b>
Not applicable		
<b>Does the company ever use agency drivers?</b>	<b>5</b>	<b>5</b>
Yes		
<b>How does the company check the experience and ability of agency drivers?</b>	<b>0</b>	<b>0</b>
<i>Details:</i> Warehouse Ltd use the same 5/6 agencies and usually the same drivers. Driving licences will be checked online and John Doe will look at what driving experience the agency driver has had in the previous 3 months.		
<b>Do you check driving licences for agency drivers?</b>	<b>3</b>	<b>3</b>
Yes		
<b>Do you check Driver Qualification Cards for agency drivers who drive trucks/buses?</b>	<b>3</b>	<b>3</b>
Yes		
<b>Do you check Digital tachograph cards for agency drivers?</b>	<b>3</b>	<b>3</b>
Yes		
<b>Does the company check that temporary drivers have had sufficient rest and days off over the past week or 14 days, and that they are fit and healthy?</b>	<b>0</b>	<b>0</b>
<i>Details:</i> Warehouse Ltd check the drivers' digital tachos checking for rest etc as well as any infringements and will refer this back to the agency. They ask the agency if the driver is fit and healthy.		
<b>What steps does the company take to minimize risks from Agency drivers?</b>	<b>4</b>	<b>4</b>
Only specified agency used		
<b>Is an in-vehicle Driver Assessment already carried out by agency?</b>	<b>0</b>	<b>0</b>
No		

*Details:* See recommendation

## Journey Planning

Original rating      Potential rating

**3**                      **3**

**How are driver routes planned?**

**0**                      **0**

**Details:** The delivery route are given to the drivers either by the customer or the office. The driver will the plan their own route dependent on traffic etc.

**What criteria do you use to ascertain that drivers are not being asked to work exceptionally long days?**

**0**                      **0**

**Details:** Drivers are kept to their regular shifts such as day or night and they are not swapped about. Tachos are checked weekly for the drivers' hours on Smart Analysis.

**Truck/bus - How are tachographs monitored to ensure that drivers are not exceeding their hours, missing breaks etc?**

**0**                      **0**

**Details:** Tachos are checked weekly for the drivers' hours on Smart Analysis.

**Trucks - is there evidence of actions taken for tachograph infringements?**

**3**                      **3**

Yes

**Details:** Depending on the infringement which is based on a score system a driver may be spoken to or brought in and signed off after a discussion. A driver may then be monitored for the next month.

Original rating      Potential rating

**5**                      **5**

## Premises

**What facilities exist at this location? (eg warehousing, vehicle maintenance, manufacturing?)**

**0**                      **0**

**Details:** At this location there are offices a vehicle storage yard with overnight parking and a warehouse.

**Is the site protected by secure perimeter fencing?**

**2**                      **2**

Yes

**Is the site protected by adequate security lighting?**

**2**                      **2**

Yes

**Is the site protected by visiting security patrols?**

**4**                      **4**

Yes

**Is the site protected by permanent daytime on-site security?**

**2**                      **2**

Yes

**Is the site protected by full 24hr on-site security?**

**1**                      **1**

Yes

**Details:** There is a security guard at the entrance to the truck yard which is manned 24/7. The car park has a barrier which is open in the daytime and security cards are used at night.

**Is the site protected by CCTV covering all parts of site exterior?**

**5**                      **5**

No

**Details:** A system is being looked into at the moment. This would seem to be a priority.

**Is the size of the yard large enough for the number of vehicles operating on-site?**

**3**                      **3**

Yes

**Is there a clearly-defined road network or one-way system to minimise vehicle conflicts?** 2 2

Yes

**Has the company taken all reasonable precautions to minimise on-site vehicle-related accidents?** 3 3

Yes

## Parking

Original rating	Potential rating
5	5

**Are there clearly marked bays to park in?** 3 3

Yes

**Details:** In both the main car park and for the loading bays for the HGVs

**Do the drivers appear to use them?** 3 3

Yes

**Are the parking bays of adequate size?** 3 3

Yes

**Is there adequate and appropriate lighting which will ensure that drivers can see clearly when reversing into bays or onto loading docks?** 2 2

Yes

**Is there a system for marshalling vehicles in busy or confined areas or at busy times?** 5 5

No

**Details:** However the yard is very large and there are specific walkways to keep pedestrians away from the vehicles and loading bays. This risk has been altered to reflect this.

**Are employees required to wear high-conspicuity clothing at all times when in the transport yard?** 2 2

Yes

**Do parking, manoeuvring and loading guidelines appear to be complied with by most employees?** 2 2

Yes

## Training

Original rating	Potential rating
6	3

**Has the company undertaken any form of training in the past 3 years?** 3 3

Yes

**Details:** There is no in-vehicle training other than a new driver spending their first day with an allocated driver who will informally assess their driving.

**What training is undertaken?** 6 0

Classroom based session only

**Details:** Driver CPC

[T# 2021-13738 Assess the ability and attitude of all drivers](#)

**Are all drivers required to undertake training?** 2 2

Yes

**Details:** For the Driver CPC.

## Accident Management

Original rating	Potential rating
7	3

<b>Are the services of an accident management company used?</b>	<b>0</b>	<b>0</b>
No		
<b>Are all accidents recorded so as to provide a comprehensive record of collision patterns?</b>	<b>3</b>	<b>3</b>
Yes		
<b>Details:</b> This is now provided on a yearly basis.		
<b>Is the company specifically aware of details of their three most common collision types in their claims history?</b>	<b>3</b>	<b>3</b>
Yes		
<b>Details:</b> John Doe is aware of their 2 most common collisions. Firstly these is colliding with a non-moving object such as a parked vehicle or any stationary object that could be avoided when manoeuvring in tight spaces. Secondly there is hitting moving vehicles in a side impact.		
<b>Is there a system for coding, recording and analysing the data on accidents?</b>	<b>0</b>	<b>0</b>
No		
<b>Is accident data used to highlight future accident trends?</b>	<b>0</b>	<b>0</b>
No		
<b>Is accident data used to formulate training needs?</b>	<b>0</b>	<b>0</b>
No		
<b>Details:</b> By using the data even if in-vehicle training is not used this data could be used to send out Toolbox talks to highlight accident trends and to give drivers ideas on how to reduce the risk of further collisions.		
<b>Is accident data used to highlight and remove problems due to vehicle type and/or site problems?</b>	<b>0</b>	<b>0</b>
No		
<b>Are in-house Driver Assessors required to assist in post-accident analysis?</b>	<b>0</b>	<b>0</b>
Not applicable		
<b>Do all Driver Assessor reports give specific tips for all drivers to work on?</b>	<b>0</b>	<b>0</b>
Not applicable		
<b>Are ALL driver assessments followed up with written reports and signed by both the assessor and the driver concerned?</b>	<b>0</b>	<b>0</b>
Not applicable		
<b>Following any collision/incident, are all drivers interviewed to discuss the precise causes of the collision?</b>	<b>1</b>	<b>1</b>
Yes		
<b>Does the interview following every collision seek to discuss what the driver could and should have done differently to avoid that collision, and to draw out the learning points?</b>	<b>7</b>	<b>0</b>
No		
<b>Details:</b> Following an incident the driver will fill in a form and be interviewed by John Doe at the same time to establish the facts. There may be a follow up interview where more questions are asked.		
<u><a href="#">T# 2021-13740 Conduct post-incident reviews to help learning</a></u>		

	Original rating	Potential rating
<b>Telematics and Camera Data</b>	<b>7</b>	<b>1</b>

<b>Is all telematics data reviewed regularly by managers and/or driver assessors to identify driver error trends and emerging patterns?</b>	<b>7</b>	<b>0</b>
No		
<b>Details:</b> Telematics data is only reviewed after a collision.		

[T# 2021-13741 Make efficient use of Telematics data](#)

<b>Is all telematics data discussed with each driver concerned to ascertain awareness of poor scores and how best to remedy these?</b>	<b>0</b>	<b>0</b>
No		
<b>Is telematics data converted into 'league tables' to inspire drivers to improve driving behaviours?</b>	<b>0</b>	<b>0</b>
No		
<b>Is there a systematic approach to educating the less-able drivers to understand their personal poor scores and how to improve such scores?</b>	<b>0</b>	<b>0</b>
No		
<b>Is telematics and/or camera data reviewed following collisions to ascertain background information and relevant driver behaviour patterns?</b>	<b>1</b>	<b>1</b>
Yes		

## Management Involvement

	Original rating	Potential rating
<b>Is there evidence of an effective comprehensive risk management programme and culture in place, relating to driving?</b>	<b>0</b>	<b>0</b>
Yes		
<b>Details:</b> There is no management level above Transport Manager. John Doe appears to have a good idea of what is required in certain areas. The difficulty is having the time to implement ideas. For instance, I have recommended the development of a Driver Handbook but this may prove difficult to fit in with all his other job responsibilities. Warehouse Ltd really need to explore the idea of having in-vehicle driver training and look at the allocated drivers having formal training to deliver this.		
<b>If yes, do all individuals with responsibility for managing those who drive a company vehicle, have the skills to implement, maintain and measure road safety and loss control practices in line with the company safety policy and health &amp; safety law?</b>	<b>0</b>	<b>0</b>
Yes		
<b>Details:</b> John Doe has the skills but along with John Doe, they do not always have the time especially after the previous manager and a second member of staff left recently.		
<b>Is there a system for monitoring individual driver's fuel efficiency?</b>	<b>0</b>	<b>0</b>
No		
<b>Details:</b> There is a system for monitoring mpg but not on the system. Monitoring mpg would also be difficult to carry out as Warehouse Ltd would need to establish who was driving at a particular time.		
<b>Are there incentives to promote driving safety?</b>	<b>0</b>	<b>0</b>
No		
<b>Is there evidence of action and overall awareness of driving safety programmes by all staff?</b>	<b>0</b>	<b>0</b>
Yes		
<b>Details:</b> There is definitely evidence of overall awareness but action is more difficult without the required personnel.		

## Confidential

	Original rating	Potential rating
<b>Given the responses in this review, do you believe the company to be well organised?</b>	<b>0</b>	<b>0</b>
Yes		
<b>Do you believe the company has a good awareness of occupational road risks and takes positive steps to reduce them?</b>	<b>0</b>	<b>0</b>
Yes		

**Details:** I would say that WH1 is a work in progress. After being taken over 2 years ago by Cathay Investments there have been many changes. This appears to have led to internal conflict and the loss of 2 of the 3 staff members involved in Transport. Sam Berry is new to the role of Transport Manager and is learning as he goes along. He appears to know and understand what is required and has taken on Jordan Smith to help him. However he has asked for another member of staff to be taken on to help to cover all the work involved. WH1 as stated previously need to look at developing a Driver Handbook with an eyesight and health declaration and in-vehicle training using the allocated drivers following some formalised training preferably Assessor Training.

**Were the risk improvements discussed on site (provide detail of response received)**

0 0

Yes

## Photographs

Original rating	Potential rating
0	0

**Do you have any additional photographs ?**

0 0

Yes







## Important note

This Report has been prepared by Cardinus Risk Management for the sole purpose of providing information to its client pursuant to a contract for the provision of survey services. It is confidential to the client, its associated companies, employees and agents.

This Report is based upon information provided by the person ("Policyholder") who for the time being is insured (or is seeking to be insured) by the client or upon information provided on behalf of the Policyholder. Although all reasonable care has been taken to ensure that such information has been accurately and fairly reproduced, Cardinus Risk Management gives no warranty, express or implied, either to the Policyholder, or to any other insurance company (including co-insurers and reinsurers) or any broker or third party whatsoever, with regard to the accuracy or completeness of the information contained in the Report. In no circumstances shall Cardinus Risk Management or the client be liable to any person for any direct, indirect, special, consequential or other losses or damages of whatsoever kind arising out of access to, use of, or reliance upon anything contained in the Report.

By producing the Report, Cardinus Risk Management has no duty, legal or otherwise and has assumed no such duty to the Policyholder, or to any other insurance company (including co-insurers and reinsurers) or any broker or third party for the control, correction, continuation or modification of conditions or practices, whether or not listed in the Report. This Report does not and should not be deemed to provide any recommendations, suggestions, advice or warning to the Policyholder for avoiding or limiting errors, omissions, negligent acts or malpractice or for limiting or mitigating any exposure (legal, financial, commercial or otherwise) that may arise out of any error, omission, negligent act or malpractice.